



Newfoundland Quarterly



Est.
1901
59th
Year

Opening new doorways of knowledge about Newfoundland



VOL. LIX No. 3

ST. JOHN'S, Nfld. FALL, 1960

\$1.00 Per Year
25c. Per Copy



Photo courtesy Nfld. Tourist Office.

Bay de Verde—A thriving outpost, one of the largest inshore fishing centres in Newfoundland.

NOTICE

To Operators of Tourists Establishments

1. Under The Tourist Establishment Amendment Regulations, 1957, all establishments catering to the travelling or vacationing public in the Province, must be in possession of a license from the Department of Tourist Development.

Establishments within the meanings of these regulations should obtain licences for the ensuing year on or before January 1st, 1960.

2. Penalties for failure to comply with the Tourist Establishments Regulations are provided for in Sec. 7, The Tourist Establishments Act (1950).

Every person who violates any of the provisions of any regulation made under this Act is guilty of an offence and liable on summary conviction to a fine of not more than one hundred dollars and in default of payment to imprisonment for a period not exceeding three months or to both such fine and imprisonment.

3. The term "Establishments" include the following classifications :

HOTELS

MOTELS

CABINS

CABIN ESTABLISHMENTS

INNS

INN ESTABLISHMENTS

COTTAGES

COTTAGE ESTABLISHMENTS

LODGES

LODGE ESTABLISHMENTS

TOURIST HOMES

TRAILER ESTABLISHMENTS

GUEST HOUSES

AUTO COURTS

4. Where doubt exists as to the interpretation of the term "Establishments," clarification may be obtained from the Director of Tourist Development, St. John's.

5. Application form (Form 7) may be obtained from the

NEWFOUNDLAND TOURIST DEVELOPMENT OFFICE

ST. JOHN'S, NEWFOUNDLAND



PROVINCE OF NEWFOUNDLAND

DEPARTMENT OF MINES AND RESOURCES

There's A Mining Boom in Newfoundland

TRAINED MEN ARE NEEDED

During the past few years we have produced

About one-third of Canada's iron ore;

All the fluorspar;

About eight per cent of her lead and zinc;

Significant amounts of limestone, cement, gypsum and pyrophyllite.

We have new mines coming in—

Maritime Mining Corpn. Ltd. started production in Aug. 1957 at Tilt Cove.

Atlantic Coast Copper Co. has started its shaft-sinking program at Little Bay.

Advocate's asbestos at Baie Verte is exciting mining people with its great potential;

Encouraging exploration is being done in a dozen more places.

Men are in great demand—Mining engineers, geologists, prospectors and construction men are being used in increasing numbers every year.

Young Newfoundlanders can qualify for the very best jobs either at Memorial University in St. John's or on the Mainland and in many ways can get immediate assistance in the form of scholarships and grants.

Department of Mines and Resources

ST. JOHN'S, NEWFOUNDLAND

TOLEDO SCALES AND FOOD MACHINES

The Name Everybody Knows



ALSO
Electrical
Meat Saws
Meat Choppers
Steak Machines
Vegetable Peelers
Meat Slicers

MODEL 1051

24 and 30 lbs. capacity
One of many models available

Full particulars and prices with terms furnished upon request for all models of scales and Food Machines. Our Service Department is fully equipped to give fast, competent service on all machines.

FRED. V. CHESMAN LTD.
REPRESENTATIVES

P. O. Box 695 178 Water St. Telephone 2536

THE STANDARD MANUFACTURING COMPANY, LIMITED

Manufacturers of



And All Other

MATCHLESS

Products

**STANDARD MANUFACTURING
COMPANY, LIMITED**

A Newfoundland Company Since 1902

• SERVICE

• SECURITY

• SATISFACTION

WITH ALL YOUR INSURANCE

ARTHUR JOHNSON
THE Insurance MAN

244 WATER ST.

ST. JOHN'S

K OXFORDS

in 5 fittings
for every width
of foot

For perfect comfort your shoes must fit you perfectly. These fine K Oxfords are available here in five widths to each half size—from very slim to extra wide. That is why we can give you a fitting service second to none.



Parker & Monroe Ltd.

THE SHOE MEN

THE NEWFOUNDLAND QUARTERLY

Opening new doorways of knowledge about Newfoundland

VOL. LIX. No. 3

ST. JOHN'S, FALL, 1960

Canada \$1.00 a year
Foreign \$1.25 a year

NEWFOUNDLAND'S FIRST REJECTION OF CONFEDERATION

By FRED NEWHOOK

Winner in Arts and Letters Competition, Dept. of Education, Newfoundland

Introduction

When F. B. T. Carter and Ambrose Shea, Newfoundland's two delegates to the Quebec Conference, returned to St. John's in November, 1864, they were confident that the seventy two resolutions which they had helped to formulate as the basis of a proposed confederation of the British North American provinces would be acceptable to both the legislature and the people of Newfoundland. So sure was Shea of this that he wrote Sir John A. Macdonald saying that, although neither he nor Carter had as yet a chance to sound out public opinion in the colony, yet he felt that

as far as we can judge all will be right with us . . . indeed I should be sorry to think that we were so besotted and insane as to reject a proposal in which such handsome provision is made for the interests of the Colony!¹

The closing paragraph of their report which was presented to the legislature early in February, 1865, also showed their faith in the movement. It read in part:

For ourselves, we have but to state that we affix our signatures as individuals to this report with

the full conviction that the welfare of the colony will be promoted by entering the Union it proposes, and that we cannot reject it without aggravating the injurious consequences of our present isolation.²

As a result of growing opposition both at home and in the mainland provinces (although the members of the Assembly had spoken sixteen to thirteen in favour of union) the following resolution, introduced by the Premier, Sir Hugh Hoyles, on February 21, was passed on March 6:

That having under their most serious and deliberate consideration the proposal for a Federal Union of the British American Provinces upon the terms contained in the Report of Convention of Delegates held at Quebec on the 10th of October last—the Despatch of the Right Honourable, the Secretary of State for the Colonies; dated December 3rd, 1864—the observation of His Excellency the Governor in relation to this subject in his opening speech of the present session—and the report of Newfoundland delegates—this Committee is of the opinion, that having regard to the compara-

The Newfoundland Quarterly

Issued every third month March, June, September, and December.

L. W. Jones Editor and Publisher
P. O. Box E5419, St. John's, Newfoundland

To whom all communications should be addressed.

Telephone 92185

Robert Saunders, J.D., Ph.D. Contributing Editor

SUBSCRIPTION RATES

One year in advance (Canada) \$1.00
Foreign subscription \$1.25
If paying by cheque please add 15c.

To ensure return of mss. please enclose self addressed envelope with sufficient postage. The publisher will not be responsible for loss of any mss., drawings or photographs, but will exercise care in handling material submitted for publication.

Advertising rates on application
Authorized as Second Class Mail,
Post Office Dept., Ottawa, 1953.

All rights to contents of this magazine reserved.

CONTENTS

Newfoundland's First Rejection of Confederation —Fred Newhook	3
From the Crow's Nest—Latboard Watch	7
Greenspond Saga—Dr. R. Saunders	9
A Tribute to Capt. Peter Carter—Dr. R. Saunders	13
The Career of Cadet George Williams—Dr. R. Saunders	15
The Land I Love—Leslie Adams	20
An Emigrant's Lament—Leslie Adams	20
The True Face of Duplessis	20
Memories of an Oldtimer—Ernest Tilley	23
Postage Stamps of Nfld.—H.L. Barnes	26
An Artilleryman in St. John's—Carson I. A. Ritchie	28
The Sword of Carbonear—L. E. F. English	29
A Questionnaire	32
Notes from Early Hr. Grace Records—(Mrs.) May Davis	34
Autumn	35
The Blizzard—(Mrs.) Elizabeth Kerr	36
A Trip up the Coast of Labrador—Dorothy M. Jupp	40
Development Progresses in Labrador	41

tive novelty and very great importance of this project, it is desirable that, before a vote of the Legislature is taken upon it, it should be submitted to the consideration of the people at large—particularly as the action of the other provinces does not appear to require that it should be hastily disposed of and as (the present being the last session of this Assembly) no unreasonable delay can be occasioned by this course; and they, therefore, recommend that a final determination upon this important subject be deferred to the next meeting of the Legislature.³

In reaching this decision the Newfoundland Legislature initiated a long period of irresolution and delay in taking a definite stand on the question of confederation.

The next elections were held in November, 1865, and resulted in the Conservative Government under the leadership of Sir Frederick Carter being returned to power with a large majority. As yet the question of confederation had not become a line of cleavage between the two political parties, so that the government had supporters on both sides of the House. Approximately two thirds of the members in their election campaign had declared themselves in favour of union with the mainland colonies. It was, therefore, necessary for the new premier, who was himself an ardent supporter of confederation, to form a coalition government. This he did and his government managed to keep itself in office until the elections of 1869. Although Governor Musgrave opened practically every session of this legislature with a reference to the desire of the Colonial Office that union be consummated and to the advantages it would bring to the colony, yet the government refrained from taking any positive action.

However, during the four years (1865-1869), when the Carter government was in power, confederation was by no means a dead issue in the political and social life of the island. It was deliberated upon very cautiously in almost every session of the legislature; it was discussed in a press which was divided in its views; numerous meetings, both for and against the movement, were held from time to time in St. John's and various outposts; and the views of editors, professional men and writers of note are disseminated throughout the country. In short the people were gradually made more conscious of the magnitude and importance of the confederation movement and the advantages or disadvantages it would bring to their island home. Their interest was increased all the more by the fact that, as the result of the low price for fish and the high cost of living, the sixties had been a period of prolonged poverty and depression, so that any change which had in it a shadow of relief for their woes was bound to receive a ready hearing. As the result of being subjected to all these influences by 1869 they were no longer divided as liberals and conservatives as in 1865 but as confederates and anti-confederates. It was quite evident, then, that this would be the line of cleavage between parties in the next contest at the polls.

Economic Depression and Terms of Union

By the beginning of 1869 the economic situation in the island had gone from bad to worse and destitution and pauperism was rampant. For the past seven or eight years the returns from the fishery, the only source of income for the people, although not diminished in total, could not take care of the rapidly increasing population. So general was the distribution of relief that a majority of the fishermen soon learned to disregard the stigma of pauperism. The government found as a result that nearly one third of its total revenue itself was gradually diminishing. In turn the government was forced to resort to abnormal borrowing so that the public debt was rapidly rising.⁴

To confederates and anti-confederates alike the need for a change was apparent. The former felt that the remedy for the island's economic troubles lay in union with the newly formed Dominion of Canada. They argued that the direct steamer communications with Canada and Great Britain which had already been promised would mean increased trade and the development of mining and other resources, thereby creating more avenues of employment for the people. If Newfoundland remained outside the union they felt that her trade would be at the mercy of the United Provinces more than ever before. They also argued that union would immediately bring a sharp reduction in the high cost of living, for the fishermen would be able to import the bulk of their food (bread, flour, pork and butter), their fishing requirements (cordage,

Patronize our Advertisers | They help both you and us.

The JUNE issue of

The Newfoundland Veteran

ON SALE in St. John's

Stan Atkins, Ex-Royal Newfoundland
Regiment

Ern Taylor, Ex-166th R.A.

Phone 90865L

also available at

DICKS & CO.

T. McMURDO & CO.

GRAY & GOODLAND BOOK STORE

Out of town persons can obtain
a copy by forwarding 25c to . . .

The Newfoundland Veteran

P. O. BOX H-138

ST. JOHN'S

canvas, salt, lines, twines, nets, seines, shipbuilding materials), as well as a large amount of their clothing, duty free from the Dominion of Canada. As for the revenue of the government and the island's public debt the former would be fixed and guaranteed in an amount far beyond any that had ever been collected, and the latter would be placed on a footing of permanent security. Could there be, on the surface at least, a more adequate and convenient solution to the island's economic difficulties at this time! The anti-confederate, on the other hand, felt that the island itself was capable of setting her own house in order.

The arguments for confederation were re-echoed by Governor Musgrave when he opened the legislature on January 28th. Referring to the inadequacy of the fishery he said that "year after year it is more clearly demonstrated that, in the altered circumstances of the community the one enterprise and occupation to which our people are accustomed is inadequate to meet the wants of the increasing population."⁵ After reminding the Assembly that the expediency of the union remained with their judgment but that he personally felt that the interests of Newfoundland would be promoted by union, he recommended terms of union for presentation to the Ottawa Parliament. If Newfoundland should remain aloof from the union, he warned, it would be necessary to impose such higher taxation upon the labouring classes for some years to come than any likely to be raised by the Dominion Government. However, he said that before any final arrangement for union should be completed, an opportunity for voicing their opinion would be afforded to the constituencies.⁶

The Assembly agreed to the Governor's recommendation and in less than a month a committee had formulated terms on which it felt that the Colony ought to become a part of the union. These may be summarized as follows:

Expenses Paid By Canada

- (1) Charges for certain officers, departments and services to extent of \$208,461.90.
- (2) Public Debt and Liabilities of the Province.
- (3) Subsidies:
 - (a) Per caput grant of eighty cents on a population of 130,000 and this to increase with population up to the number provided to the province of Nova Scotia and New Brunswick.
 - (c) Additional subsidy of \$24,000 as outlined in Section 118 of B.N.A. Act.

- (4) Fishermen's Rights, etc.

Colony to retain right of opening, constructing and controlling roads and bridges throughout said lands; people to have privileges of cutting wood on ungranted land; that Governor have right to set aside at any time land for court houses, market places, churches, chapels or other places of public worship, or for school houses; such portions of unappropriated ship's rooms, beaches and shores as may be deemed necessary for use of inhabitants; also bogs for use as manure, or fuel to the public, and forests for the use of the fishery.

- (5) Exemption from export tax.

No tax on exports unless a similar one on exports of other provinces.

- (6) Local Defence.

Militia Force unsuitable but there should be a Naval Reserve Force.

- (7) Fisheries.

To be stimulated by a special subsidy from the General Government.

- (8) Water company's Stock.

Since right of Colony to impose tax on coal for purposes of General Water Company shall cease, General Government shall assume responsibility of payment of interest on the stock of the Company to the extent of \$200,000.

- (9) Steam Communications.

Efficient mail service between the United Kingdom, Canada and this Colony, a new line of steam boats for passengers and cargo between Montreal and St. John's during season of navigation, obligation of present mail service with Halifax to be undertaken by Canada. Winter steam service with Halifax to be always maintained. Also an efficient coastal steam service including Labrador in connection with the Post Office.

- (10) Appeal to the people.

That no final arrangement shall be made for the admission of this Colony into the union, until an appeal be made to the people at the next General Election.⁷

The new financial terms now proposed by the Newfoundland Legislature were somewhat better than those agreed on at the Quebec Conference over four years before. They may be summarized as follows:

Schedule A

	\$	c.
Charges to be borne by the Dominion Government	208,461	90
Assets:		
Interest on \$25 per head of population of 130,000 (\$325,000 at 5%)	105,922	
80c. per head of population	104,000	
Grant for surrender of Crown Lands	175,000	
Grant for additional subsidy	408,922	
	408,922	

Schedule B

Local Expenditure under Confederation \$245,810.66
Thus there would have been an annual balance of approximately \$160,000 for road service and other public improvements.

The House of Assembly spent about a fortnight debating these resolutions. The opposition to the terms centered around such arguments as the surrendering of the colony's hard won independence, unlimited powers of taxation for Canada, inadequate representation for the island in the General Parliament, no demand made by the Government for financial assistance for the fishery, the strangling of the fishery by an ex-

port tax on fish and oils, and finally the inadvisability of presenting terms of Canada before they had been presented to the electorate. Several amendments proposed by Messrs. Hoggset, Glen and Talbot embodying these arguments were defeated. The terms, however, with a few unimportant alterations were finally passed by the Assembly by a majority of eighteen to seven. Two weeks later, on March 15th, they were carried unanimously in the Legislative Council. Then on April 14th an address was passed by the Assembly asking the Governor to appoint delegates to proceed to Ottawa in order to discuss the proposed terms with the Dominion Government. Governor Musgrave, who by now felt that his long and tedious efforts to bring Newfoundland into the Canadian Confederation were on the verge of success, lost no time in appointing Hon. F. B. T. Carter (Premier and Attorney General), Hon. N. Stabb, Hon. John Kent, (Receiver General), and Hon. P. B. Tessier (President of the Chamber of Commerce). Tessier had been appointed as the result of a recommendation from the Commercial Societies of St. John's and Harbour Grace, which felt that in view of the commercial interests involved the trade of the island should be specially represented.

The transmission of the new terms to the Governor General of Canada by Governor Musgrave brought an early and favourable response from the former. In the opening session of the Ottawa Parliament towards the end of April he announced the receipt of these terms for its consideration, adding that it would be a "subject of general congratulation, if at some early day the fine colony of Newfoundland, unrivalled as a nursery of hardy seamen and inexhaustible in its wealth of fisheries becomes part of the Dominion." It is, therefore, not surprising that the Newfoundland delegation, which had left St. John's on May 13th, left Ottawa again about a month later with their mission successfully completed.

As the result of their deliberation with the Ottawa authorities there were, however, certain minor changes in the terms presented by the Newfoundland delegation. For instance the Canadian Legislature refused the additional subsidy of \$25,000 but on the other hand it increased the subsidies under other heads by \$30,000, thereby leaving a surplus of \$5,000 in the colony's favour. Newfoundland was still permitted to continue the tax on coal, although it had been assumed that under confederation this would be no longer permissible. The proposal, however, that the island be relieved from interest on \$200,000 of the Water Company's Stock was declined, but on the other hand it was agreed that the said stock would be no longer perpetual but redeemable in fifteen years. This would have undoubtedly meant a great boon to the stockholders in view of the certain increase in the general rate of interest. The other terms were accepted without change.⁹

The Canadian Parliament immediately forwarded an address to the Queen praying for the admission of Newfoundland into the Dominion of Canada under Section 146 of the British North America Act of 1867 upon the terms and conditions agreed to by the two legislatures. The Law Officer of the Crown in Great Britain approved the terms for the proposed union

in an Order in Council under the Act and this information was conveyed to the Newfoundland Government in a despatch from Earl Granville, dated August 25th, to Governor Hill, Governor Musgrave having left Newfoundland on July 8th to become the Governor of British Columbia. The Colonial Secretary also expressed the hope that "nothing will occur in Newfoundland to delay a measure, from which I confidently anticipate advantages both to the Dominion of Canada and the Colony."¹⁰

(To be Continued)

- 1 MacKay p. 424.
- 2 "Editorial," *Newfoundlander*, St. John's, Feb. 2, 1867.
- 3 "Editorial," *Newfoundlander*, March 9, 1865.
- 4 Hatton Joseph and Harvey, *The Rev. M., Newfoundland, Its History, Its present conditions and Its Prospect in the Future*, Boston, Doyle and Whittle, 1883, p. 96.
- 5 *Ibid.*, p. 98.
- 6 "Editorial," *Newfoundlander*, St. John's, 29th January, 1869.
- 7 "Editorial," *Newfoundlander*, St. John's, 26th February, 1869.
- 8 "Editorial," *Public Ledger*, St. John's, 7th August, 1869.
- 9 "Editorial," *Newfoundlander*, St. John's, 15th June, 1869.
- 10 Mackay, R. A., *Newfoundland—Economic, Diplomatic and Strategic Studies*, Toronto, Oxford Press, 1938, p. 437.

SPECIAL NOTICE

Notice to All to Whom it May Concern:

"No parts of the articles (in written material, plates, plans, pictures or any other material whatsoever) covering Newfoundland's early military efforts, that have appeared in this magazine over six or more years may be copied, reproduced, photostated, or used in any way whatsoever by anyone but the author. This notice to all and sundry; and if anyone wishes to tell this same story, let him or them toil and sweat, spend money, sacrifice time, use their talents the same as I have over the past years.

This is about the last of the series. Then, in a few months, the whole will appear in book form. This also applies to my book on "Lake Erie, Sept. 1813."

(Signed) ROBERT SAUNDERS.



A

VERY POPULAR

PIPE TOBACCO

FRANK McNAMARA LTD.

16 Queen St.

Dial 5143-5144

St. John's

Patronize our Advertisers. They help both you and us.

FROM THE CROW'S NEST

By LARBOARD WATCH

Some time ago someone sent me a copy of a magazine entitled "Hobbies." It is a fairly bulky magazine, and it has every appearance of prosperity, indicating that hobbies are popular, and widely practised forms of pastime. On looking through the magazine one is struck by the strange tastes of people who collect all sorts of things sea shells to old bonnets and umbrellas. Stamp collecting is such a popular hobby, and is indulged in by so many people of high rank such as kings and princes that it is in a class by itself. But to my mind the best hobby of all is book collecting. I have been following this hobby for a few years. My regret is that it did not begin earlier. My collection of books is not large, nor do I possess any very rare volumes, nevertheless I have several books that I prize very highly, while the business of hunting them in old stands, at sales and elsewhere has been great sport.

Occasionally one reads of people making rare and valuable finds. I have not met with any extraordinary luck of that kind. Once at a sale I bought a little book for twenty cents, and found that it was catalogued at twenty-five dollars. The book was entitled "Two Months Captivity in the Camp of Big Bear." That was my nearest approach to fame and fortune in book collecting.

But when I reckon up the profit that I have gained from my hobby I scarcely take into account the finding of this book which, though it commanded a good price, had very little intrinsic value, and is sought by collectors largely as a curiosity. The real profit gained from this hobby cannot be reckoned in dollars and cents, nor is it easily described. One is inclined to say that those who follow book collecting only for the sake of rare and valuable finds are merely collectors of books who know nothing of the delights enjoyed by those who are true lovers of books.

Much of the pleasure that I find in book collecting is due to my intense interest in the main subject on which I collect—Newfoundland and Labrador.

I am a native Newfoundlander, born on an island in Notre Dame Bay. I have experienced the joys of a Newfoundland boy such as feasting on dog berries and catching tom-cods and conners. I have fished on the Labrador coast all the way from Cape Charles to Hebron, and I spent one winter in Sandwich Bay. The twenty years or more that I have spent in Canada have not sufficed to wean me from the homeland and its peculiar pleasures. One of my chief delights is to spend a few weeks occasionally amidst the old scenes. I feel continually within an urge to return to Newfoundland and be at home, for in another land I seem to be an alien and an exile.

It is no wonder, then, that a book on Newfoundland and Labrador, especially if it be of ancient vintage, is hailed by me with great delight. Just now I am expecting to receive, in a day or two, a book from Newfoundland that is of peculiar interest. It is a book on the wild flowers of Newfoundland. Since I came to Ontario I have developed a deep interest

in plant life. A year ago it was my privilege to accompany the Botanical Society of America on a day's expedition up the Bruce Peninsula. On that occasion, I met that outstanding botanist Dr. Fernald who has written a great deal on the flora of Newfoundland and Labrador. One result of my interest in botany has been a desire to know something about the plant life of my native country. I could not imagine a greater pleasure than to have the opportunity of spending a spring and summer of botanical study in Newfoundland and Labrador. The next best thing that I can think of it to study the book recently published by Mrs. Ayre, so I am eagerly looking forward to its arrival.

My collection of books on Newfoundland and Labrador contains about sixty volumes. This is not a very large collection considering the number listed in the bibliography which is found in Judge Prowse's history, but then one of the joys of collecting is the knowledge that, to speak figuratively, there are still more worlds to conquer, and more territories to possess.

There may be some readers of this magazine who would be interested in a talk on books about Newfoundland and Labrador; perhaps there are some who collect such books and would like to compare notes, so I will, at the next opportunity, continue with an account of some of the volumes in my collection.

Before I describe some of the rarer volumes in my collection I must mention a set of well-known books that I prize very much. Their subject matter has nothing to do with Newfoundland or Labrador though they are intimately associated with Newfoundland. They are given an honoured place in my collection because they were pals of my childhood and are fragrant with the memories of happy days that come no more. It is scarcely necessary for me to say that I am speaking of the Royal Readers. I have the numbers from the primer to No. IV. I must get Nos. V and VI as soon as possible and so complete the set. It may seem to be just sentimental regard for old associates, but I feel that there has not been published a set of readers finer than the Royal series. I do not know whether their merits have ever been publicly extolled, or whether attention has been called to the part they have played in Newfoundland history, if not then this is something that should be done, for certainly they deserve such honourable mention. It is said of Scotchmen that they are brought up on oatmeal and the shorter Catechism. It may be said of Newfoundlanders that they have been reared on fish and the Royal Readers, and it has been good fare—fish to nourish the brain and the Royal Readers as rich material on which to exercise its powers.

These books contain some great literature. I recall how I used to be thrilled when we had for reading lesson such prose selections as "Archery in the Olden Times," "The Shipwreck," or "Pitt's Reply to Walpole"; or poetry such as "William Tell," "David's Lament for Absalom," or "The Destruction of Sennacherib's" (Continued on Page 8)

FROM THE CROW'S NEST

(Continued from Page 7)

Army." To me the most delightfully amusing selections was the story entitled "Half the Profit." I have read that story many times and chuckled over the shrewdness of the old fishermen and the discomfort of the greedy porter.

These books as they stand there on the shelf bring back many memories. They remind me of the day when I made my first timid entrance into the presence of the teacher who, to my childhood's fancy loomed as terrible as any modern dictator. I can see the piece of rope in her hand and the stout knot at the end, and recall my dumb terror as she tried to make me tell my name. They remind me of the day when the school door closed behind me for the last time; when readers were laid aside and forgotten as I became absorbed in actual adventures on the schooners, making trips to the French Shore, Labrador, St. John's, and other interesting places. After years of neglect they have been restored to attention and I spend some pleasant hours in their company as I renew old acquaintances.

I have here two volumes entitled "Excursions in and about Newfoundland During 1839 and 1840," by J. B. Dukes, M.A., late geological surveyor of Newfoundland. In his preface Mr. Jukes mentions a work to be published. I do not find it listed in Judge Prowse's bibliography.

Mr. Jukes came to St. John's in May of 1839 at the season of the year when the city had not a very pleasing appearance. His first impulse on landing was, he says, to ascend the ridge on the southeast side of the harbour, "which from people all using compass bearings instead of the true, is called the South Side." Speaking of the roads out of the city, he says, "Several roads have been constructed and are, for about five miles, sufficiently good to ride or drive on. The road to Portugal Cove is finished from end to end. The other roads beyond the first five or six miles are either bare rugged rock, wet moss and morass, or a bed of boulders like the bed of a torrent."

Mr. Jukes came to Newfoundland to study the geology of the country. There had been reports of coal being found in several places, and his first task was to investigate these reports. The first places examined were near St. John's and Harbour Grace, then hiring a small vessel of thirty-five tons named the "Beaufort," he visited Trinity Bay, and sailed to the south and west coasts as far as the Bay of Islands.

Arriving at the Bay of Islands he went up the Humber River to some rapids beyond Deer Lake. He was told there was another large lake which could be reached from George's Bay so he returned and made the journey over land to Grand Lake. Here follows his account of an experience on Grand Lake.

"When we were within five or six miles of the head of the pond we landed in a pleasant little cove on the north-west side. At the point at which we landed we found the frame of a large wigwam, which we covered with bark to a sufficient height to keep off the wind, and, the night proving fine, we were pretty comfortable. At dusk I walked on along the sandy beach, but was soon stopped by great boulders and masses of rock, requiring a good light

and a steady footing. I sat down on one of them and gave himself up to the influence of the scene. The wind had sunk to a calm, and the sky was cloudless. Before me lay the lake, perfectly still, except here and there a ripple from a stray breath of air creeping across its surface; beyond it rose woody hills getting black with the shades of night; over these hills and woods there was no track except the deer-path; in all the country round there was no human being except myself and a few voices I could hear from the little point, where a small gleam of light and an occasional spark from among the trees betrayed our bivouac. Except this, not a sound was to be heard—literally not a sound—not a ripple of the water, not a stir among the woods, not the hum of a single insect, not the voice of a single bird . . . I rose to go back when my eye was struck by the most brilliant aurora I think I ever saw . . . The effect of this brilliant exhibition in the sky reflected in the still waters of the lake that stretched away beneath it, was majestic in the extreme, and I watched it till its brilliancy began to fade, and at length passed away."

Mr. Jukes mentions several local expressions that were strange to his ear. He found, he says, that the term "pond" was applied indiscriminately to all bodies of fresh water, also that "shipped" was used, in all cases, of people who engaged in service, whether it was a man going to the fishery, or a maid in domestic service. Other terms he found in use were: "cosh" meaning a narrow pond; "barrasway", a shallow marshy inlet or salt like—this term he found in use on the south coast; "tolling" any device used to call wild animals; said "cagging," taking a vow to abstain from rum or spirits for a year or two.

In these volumes there are many interesting incidents all of which we would like to reproduce here, but that is impossible so one must suffice.

On one occasion while walking to Torbay in company with his hired man, whose name was Kelly, Mr. Jukes became almost faint with hunger even though he had had a good meal not long before. Kelly accounted for the hunger by saying that "there was a kind of grass called hungry grass growing about there, and whoever passed over it immediately became so faint for want of food that unless they could shortly obtain it they would drop and perish by the way."

Christmas festivities in St. John's, the practice of plundering wrecks on some parts of the coast, and the many other matters described in these books make them exceedingly interesting.

In the spring of 1840, Mr. Jukes, in company with Dr. Stuwitz, a Norwegian Professor of Natural History sent out by his government to collect specimens, went to the seal fishery in the Topaz, a brigantine of 120 tons, commanded by Captain Furneaux. Here is his description of a rare night:

"After dark the wind fell, and the clouds gradually cleared off before a light westerly breeze, unfolding a most lovely sky studded with bright stars, and adorned by the presence of the young moon and the brilliant flickering streamers, of a fine aurora in the north. The ice too opened and we sailed gently through calm waters, among numberless fairy inlets

(Continued on foot of Page 9)

THE GREENSPOND SAGA—IN HISTORY, SONG AND STORY

By Dr. Robert Saunders, J.D. (Dr. Juris)

Graduate of Boston, New York, Columbia, Rutgers and Iowa State Universities, the Colleges of Law of St. Paul and Minneapolis. Diploma in International Affairs, University of Minnesota

"What is important in history if it is not the life of the people in their long slow, half blind struggles upward?"
—William Anderson

The many who follow up our "Greenspond Saga" will please forgive me for the special articles on "Stand Fast For Bonavista Bay." These articles refer to Cabot's landfall to Cape Bonavista in 1497. These should have a place here as part of the "Saga" in its larger aspects, and also to reaffirm the Bay's claim as the 1497 landfall.

Let us now again turn back to Greenspond! Let us turn to trade and commercial activity which was, from its start, the life-blood of Greenspond. These activities of Greenspond go back farther than is generally supposed. In an account of the Fisheries of Newfoundland for the year 1703 published in: "Proceedings and Debates of the British Parliament", etc., we find that so far back as 1703 Greenspond had six boats, manned by forty men which took 1,800 quintals of fish (cod) and six tons of oil (**Debates and proceedings of the Second Year of Queen Anne, 1703-4**, reprinted under auspices of Carnegie Institute, Vol. 3 years 1702-1727).

As a comparison of Greenspond with other settlements then in the Bay, we see Bonavista with 30 boats and 200 men, took 10,500 quintals of fish and 45 tons of oil: Salvage had two boats and 13 men and took 300 quintals: Keels had five boats, 11 men, and took 1,400 quintals; Bailey's Cove had 7 boats, 42 men who took 2,400 quintals.

It is evident, however, from these old records (1700-1713) that the commercial activity of Greens-

pond—as of many others—was of a floating or transient nature. It could not be otherwise; as the French were disputing the ownership of Newfoundland. They did so until the Treaty of Utrecht in 1713 which gave, even then, a concurrent fishery to the French from Cape Bonavista North. Therefore in this period of Queen Anne's Second Parliament the "Committee on Newfoundland Trade" seeing the French menace ordered that:

"... and for the security of the said trade some (Newfoundland Representatives) were of the opinion that there ought to be four ports, besides St. John's: viz. one at Ferryland, another upon Carbonear Island, another at Trinity Bay and another at Bonavista for the inhabitants to retire to in the winter, with their effects, from their various coves and fishing places which are at remote distances upon said island."

This meant that the very settlement at Greenspond was of a transient nature (see photo here of one of the oldest if not the oldest house in Greenspond)



One of the oldest, if not the oldest House in Greenspond

John Oldmixon in his "British Empire in America (first edition about 1708), took notice of this, when he says:

"They did not sit down beyond Cape Bonavista till about the latter end of the last century, when they made a settlement not very large, at Greenspond Island and then took up the Northwest and East part of the country."

Mr. Oldmixon correctly states the then position of the English at Greenspond. They were mere quarters, and advised to take all their effects and move to Bonavista after the fishing season, and by the Treaty of Utrecht (1713) the French had a right to a concurrent fishery with the English at Greenspond. Charles Islam, writing on the problem years ago said: "The French were allowed to dry and cure fish on the coast from Cape Bonavista around by the north to Cape Riche."

This position continued for seventy years of varying struggles with France, for as Dr. Kippis writing on **Cook's Voyages**, and **Captain Cook in Newfoundland**

(Continued on Page 10)

of glittering ice and wreaths of snow with shining pinnacles and fantastic forms floating calmly about us, and—
"Quietly shining to the quiet moon." Everything was still, and even the sailors hushed their noisy clamour, insensibly silenced by the influence of this most lovely scene. Even the hoarse voice of the master of the watch as he sung it, from the foretop, brief orders to the helmsman, was not out of harmony with the feelings of the time, while, sounding at intervals, it served to make the silence of all nature around us more deep and solemn. For a long time Stuwitz and I stood silent in the bows of the vessel, entranced by the novelty and beauty of all around and above us. It seemed the realization of the poetic visions of early youth in its dreams of the fleeting and unearthly loveliness of fairyland."

He remarks that on the 4th of April a robin came on board of the ship, and he says that the men told him that they had sometimes seen the birds in flocks on the ice at the beginning of April, and that sometimes two or three would come on board and stay with them until the ship neared the land.

(To be continued)

GREENSPOND SAGA

(Continued from Page 9)

survey in 1763, says "the country was very valuable in a commercial view, and had been an object of great contention between the English and the French."

Even after the 1783 treaty, which moved the French Jurisdiction from Cape Bonavista to Cape John, the evidence shows the French active in Greenspond. In Dr. Gardiner's "Documentary History" we read of the French Brig. L'Actif being wrecked in Greenspond Harbour. Some of the new settlers from the old West Country apparently, plundered the vessel before the French had abandoned the wreck. They were taken to St. John's, imprisoned and fined. This was in 1784!

Trade progressed slowly at first. As of 1826 R. Montgomery Martin lists for Bonavista and Greenspond two vessels trading domestic, and nine foreign. These foreign vessels were of a total tonnage of 1020, thus averaging each vessel as slightly over 110 tons and engaged 70 men. However small domestic boats were in great quantity, being 257 altogether. The Seal Fishery of 1833-34 was apparently fitted out by two local concerns in Greenspond, namely Thomas Slade Senior & Co., and John Sleat & Co. In 1834 the both combined in Greenspond, had five vessels and brought in 4,100 seals. However it was a fluctuating business, for in 1833 these two businesses accounted for 10,000 seals (Martin).

A. C. Wardle discussing the Newfoundland sealing trade in these early days says:—

"In the early days, Fogo, Greenspond and Bonavista were the principal centres, and for a long period the fishery was operated from the land in a rather primitive fashion at varying times of the year."

We have no positive evidence now just what was Greenspond's early role in the Whale Fishery. From 1842 to 1846 there was a bounty paid for encouragement of Whale Fishery. The vessel, "Blandford", of 119 tons was paid 200 pounds each year for three seasons as an encouragement of Whale Fishery. The vessel was owned by C. F. Bennett & Co. (Assembly 1847-48).

To hew out a rough living, conditions were primitive indeed over a century ago. Thus: **Bonavista**

Mar. 29—1849:—

"The crew of the James and Anastatia, of Greenspond, thirty-seven in number, came on shore here on the 16th, having lost their vessel in the ice the previous day; and they applied for, and had half a hundred-weight of Bread and a few pounds of pork to enable them to reach home." (Assembly 1848-49).

Nothing is said about how they got back to Greenspond. If at Gambo, they could have walked to Greenspond, about 40 miles distance, as they always walked from Greenspond to Gambo and took the train for St. John's every year in February to go to the Seal Fishery. Captain John Dominy and others of Greenspond, when master watch with Captain Abram Kean, in the Terra Nova in the 1920's speaks partly from hearsay that:—

"You remember sir, asked John Dominy, the men rode on under the bowsprit, and push away the ice jams with their feet and with poles. They had open skiffs or gang boats—so my father told me—with pork and hard bread and ice water; the cooking had to be done on flat stones under a cuddy—the boys and men slept out in rain and snow. **Real Men.**"

"Now they get soft bread and even sugar on Sundays. Then they got pork and duff three times a week, and hard biscuits and tea. The ships only carried salt pork, and beef and tea, and molasses and a little sugar, but no vegetables. Not even peas!"

"We had lamps with train oil. Now we have kerosene, and some of the steersmen didn't know starboard from port, and so we had to tie a red rag to one rail and an old one to the other."

"We used to cook on the ballast in the ballast locker. We would cover ourselves with sails at night, and the lucky ones might get a chance to sleep in the after cuddy, and no oilskins neither." (cited in England).

From Chafe's records we see, in 1851, that Greenspond had twenty-three vessels of 1,740 tons carrying 766 men. This was perhaps the start of the golden era of Greenspond, which lasted up to the first decade of this century. In fact it is not generally thought that in the census of 1869 Greenspond is noted as having 4,325 Protestant inhabitants. Bonavista then had 2749 (**Leg. Council, 1871**) and it seems almost unbelievable, that when in 1870 a circular was sent around Newfoundland calling for voluntary vaccination, that Dr. George Skelton reported 855 vaccinated in Greenspond. This was more than any other place including the capital.

I am deeply indebted to Sylvester Meadus Sr., and through the ever-enthusiastic efforts of Ralph Wright, for the names of Captains in the days of the old sailing vessels, brigantines, namely: Captains—James Barnes; James Carter; George Carter; Robert Saunders; Robert Carter; Sylvester Green; Richard Easton; William Davis; Robert White; Darius Bland—

(Continued on Page 11)

DRINK AND ENJOY

RAINBOW TEA

GEORGE NEAL, Ltd.

ST. JOHN'S

ford; Alex Carter; William Carter, etc. This is a roll call of some of the earliest settlers in Greenspond.

The brigantines were the favourites in middle of last century. She was square-rigged on the foremast, but fore-and-aft rigged on the main and mizzen (Chatterton). So she differed from the brigs used, in that she did not carry a square mainsail.

John G. Milais who wrote *"Newfoundland and its untrodden ways,"* some sixty years ago had Robert Saunders, a son of the Captain Robert mentioned above with him on his hunting trips and speaks of building a brigantine in Greenspond. Mr. Milais says:

"Saunders' father had been the master of a little brigantine which he had built himself down at Greenspond. With this little vessel he went every year to the seals" (see photo here of Robert (son of the Captain) who started his career at the



Photo of Robert Saunders as appears in Milais

ice with Captain the Hon. Samuel Blandford and as a cabin boy).

Other such vessels were built there, namely the "Hope" of 33 tons, built by David Burry for George Burton at a cost of \$99.00 (*Proc. Leg. Council 1878*). The "Thomas and Martin" of 42 tons was built by George Osmond for J. C. Dominy at a cost of \$84.00 (*Ibid.* 1877). Jukes, who visited Greenspond in the early 1840's, says: "There were several brigs, brigantines and schooners, all busily loading with fish, etc." Mr. A. House writing to the *Evening Telegram*, Mar. 11, 1950 on "Old Heroes of the Northern Icefloes" says:

"They built them themselves and rigged them, fit to contend with any weather and conditions."

"They're gone the home-built darlings, like a dream.

Regrets are rain and sighs shall not avail,

Yet, mid the clatter and the rush of steam,

How strangely memory veers again to sail."

Just before the middle of the last century Greenspond had a temporary, but important direct foreign trade with Spain:

"They came from a land beyond the sea;
And now o'er the Western Main,
Set sail, in their good ships gallantly,
From the sunny land of Spain."
Prowse, speaking generally says:

Another aspect of our trade . . . which is almost forgotten . . . was the great influx of Spanish vessels between 1840-60, the direct cause was the Spanish duty . . . the differential duty in favour of the Spanish flag . . . the Captains of these ships nearly always brought gold, Spanish Onzas (doubleloons) and Mexican dollars to pay for their cargoes."

Some years ago when the late William Coward was tearing down the old Roman Catholic Chapel in Greenspond he dug up one of these Spanish coins of Isabel II of Spain. One one side is Isabel II constitutional Monarch "by the Grace of God" (English translation) on reverse side "1850, half a Real etc." Right here I wish to sincerely thank Joshua Coward, son of William, for loaning it to Ralph Wright to copy off for our "Greenspond Saga."

So history can still be written with pick and shovel as in the days of Greek and Roman history. These Spanish sailors strictly Roman Catholics, went to their little chapel in Pond Head and passed in their Spanish coins; as evidence discloses, some went astray from the collection box.

The reason for this differential duty and extensive trade with Spain is found in Lord Palmerston's policy of supporting Isabel in the War of the Spanish Succession. To help the Royalist cause, Spain greatly favoured Newfoundland fish (for a discussion of Spain in those days see Major Francis Duncan, *"The English in Spain"*). A very large army was sent by England to Spain.

In 1862-63 to Spain there was cleared from Greenspond, five vessels of 521 tons, with cargo. (Assembly 1863) one year later fourteen vessels of 1824 tons total were entered as arriving at Greenspond (assembly 1864) and in the same year three vessels, of 319 tons total arrived from Spain (assembly 1864). The whole is well put thus:— The European credits were brought to the U.S. in Spanish coin and here invested in American produce and shipped to Europe (*Journal of American History*, Oct.-Dec. 1907).

This was in reverse to the treatment given the House merchants who sent a vessel every year to Greenspond. We read in 1856 that the Senate of Hamburg wrote the Earl of Clarendon that:—

Business with House Towns disturbed on account of Reciprocity Treaty with the U.S.A. and requesting same treatment as U.S. and Great Britain, etc.

No relief was given and the old Hanseatic League lost its great trade in "Hard Tack" (Hamburg bread) etc., to the outposts of Newfoundland of which Greenspond had its share.

However it was not long before the native sons of Greenspond started to, not only direct her destinies, but establish records in the industries which gave employment in the town—notably sealing, as one author says: "In the old days the whole fleet sailed from St. John's; but in 1893 only the Esquimaux clear-

(Continued on Page 12)

GREENSPOND SAGA

(Continued from Page 11)

ed from that port eleven ships leaving Greenspond to the northward."

The Greenspond captains then started to hang up records. For the 19th century we read:—

Greatest number of seals brought in by any steamer in one trip was by Captain (afterwards Hon-ourable) Blandford of Greenspond in 1888, having 42,242 pelts. The greatest weight of fat one trip by S. S. Neptune, 41,983 seals, gross weight over 874 tons and net value \$100,320.96—and by same Captain Samuel Blandford.

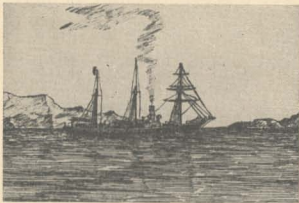
In thirty springs trips brought in 584,492 seals, averaging per year 19,483 pelts (**Chafe's Statistics**). He first went to seal fishery at 14 years of age (assembly 1879) once when he commanded the Iceland, he went down as far as Hopedale (assembly 1879). His home in St. John's was named "Hopedale." See picture here of the Iceland in Greenspond harbour about time commanded by Captain Samuel.

That record stood until this twentieth century when the late Captain Peter Carter of Greenspond when in command of the large sealers such as the Thetis, Beothic and Ungava, as my correspondent from Greenspond truly says:—

"The heaviest load of seals on record was brought in by Captain Peter in the S. S. Ungava, 49,259 seals, net tons weight of seals, 1,256. Captain Peter commanded the Southern Cross in 1907. His first spring to the ice-fields was in 1882 in the Commodore, under Captain William Winsor Sr."

The partial roll call of other sealing captains for which we also thank Sylvester Meadus Sr. of Greenspond is: Darius Blandford, James Blandford. Robert Bragg, Daniel Bragg, Alex Carter, Alfred Burgess, John Dominy, Augustus Carter, etc.

Captain James Blandford commanded the Nimrod (see photo here) Charles Carter the Kite (see photo



An Exploration ship—The Nimrod
Sir Ernest Shackleton and others used ships of this type

here. This ship was considered the slowest team ship and carried a small sail, as we see here, as auxiliary to the engines). Captain Robert Bragg is worthy of a special note. From 1886 to 1903 he commanded the Walrus and Ranger, bringing in 124,985 pelts. Captain Daniel Bragg (see photo of him here in days of retirement). His wife who was a Saunders, is seen in the centre in black and standing near their two grand-

children) commanded the Greenland, the Southern Cross and Iceland. Capt. Alex Carter had the Windward for one Spring (1903) and proudly brought her into a wharf at Greenspond so that anyone may see his live whitecoats. But his actual kill of seals was disappointing—1,185 pelts.



Capt. Daniel Bragg in Retirement

Some of these steamers commanded by Greenspond men made history! The Nimrod went with Sir Ernest Shackleton on his explorations (see photo here). The Southern Cross took an expedition to the Antarctic, 1899-1900. On this the Geographical Journal said:—

"On March 1st the Union Jack, presented by His Royal Highness, the Duke of York, was formally hoisted on Victoria Land."



The KITE moving out of St. John's Harbour

On this ship coming back to New Zealand this message was sent to the authorities in England: "Object of expedition carried out, South Magnetic Pole located."

In 1890 the Windward sailed from St. John's to the relief of Admiral Peary in the Arctic (London Times, July 21). In 1894 she conveyed the expedition to Franz Josef Land (*Illustrated London News*, June 14th).

Providence, however, was kind to Greenspond men when we consider the disasters over the years. Of the Greenland disaster a man in Canada, writing me recently speaks of a man he knows there:—

"I think one of the last survivors. He used to tell me of how he kept a bunch of men tramping around and around in the shelter of some ice pinacles, singing such hymns as:

"Jesus, lover of my soul,
Let me to Thy bosom fly,
While the nearer waters roll,
While the tempest still is high!

and other hymns that he knew so well while the blizzard raged and some took cramp and lost hope and laid down and died."

The above brief resumé is but the highlights of a tale of sacrifice and endurance with small actual money compensation, to men especially forced to ignore material benefits, they, as the great poet Pope, said years ago were:—



CAPTAIN PETER CARTER

(Continued from Page 13)

be complete without a song or a speech from Captain Peter who acted as chairman at Receptions given in honour of our overseas boys."

"In World War I he took an active part in a concert we put off to raise funds to buy milk for Britain. He was our chairman, he was a master at that job. In World War II he played the same role, but oftener, as we had a lot of boys in the Navy on the Atlantic run. They got home once in a while and a reception was given for each on arrival."

The author of the "Greenspond Saga", having gone to work in Greenspond at an early age, well remembers him playing a leading role with the local societies. The one outstanding point, that should be remembered, is that no other sealing captain, at home or abroad, approached the success of Captain Peter—and mainly his men from Greenspond—in loading up the Ungava with nearly fifty thousand pelts in one trip.

It is most strange indeed, that men who played such roles in the commercial life of Newfoundland should quietly pass off the scene, without even a word on their records in wealth-producing for Greenspond in particular and Newfoundland in general.

Captain Carter also played another leading role, when he, one of the first, with two others, years ago, invited the Premier Hon. J. R. Smallwood (then just Mr. Smallwood) to come to Greenspond and speak on Confederation. Captain Peter was broad-minded

in his views, one who saw, and knew, the day after day struggle of the common man and woman to rise above a bare existence.

A true Christian, I can still see Captain Peter, with his family, up in the balcony of the St. Stephens Church of England on a Sunday evening. A devoted parent, he married one of the outstanding of the Windsor's just "down the shore" from Greenspond. For several years in his retirement, he had lived with his older daughter. He passes off the scene at the ripe age of 90 years.

No better ending could be given in this memorial than that on the headstone of his grandfather on Newells Island, thus:—

"With care and toil I oft times walked this ground,
And in it now a resting place have found.
My soul thro' My Redeemer Christ, I trust,
Will rest in heaven with the good and just.
Friends, wife, children, when you think on me
Pray God above your Guardian to be,
And for your good always Provide.
And be your everlasting guide."

(see here photo of Captain Peter in retirement)

For Newfoundlanders away from home

—A subscription to—

THE NEWFOUNDLAND QUARTERLY

NEW DELUXE BLEND GOOD LUCK IS HERE

Wait till you taste
New Good Luck



Made from the purest
vegetable oils

It's THE FRESHEST Margarine on the Island!

It's true! New Good Luck is the **only** Margarine that's made fresh every day right here in Newfoundland . . . and it's sealed in an airtight foil wrap to protect its freshness . . . keeps flavour in . . . keeps stray odours out.

Made Fresh Daily Right Here in Newfoundland

THE CAREER OF CADET GEORGE WILLIAMS OF ST. JOHN'S

(One of Newfoundland's Volunteers to Canadian defence 1775)

By Dr. Robert Saunders, J.D. (Dr. Juris)

Graduate of Boston, New York, Columbia, Rutgers and Iowa State Universities, the Colleges of Law of St. Paul and Minneapolis. Diploma in International Affairs, University of Minnesota

"Methinks I hear the sound of time long past
Still murmuring o'er me, and whispering in
The following pages—like the lingering voices
Of those who long within their graves have slept."
(William Leete Stone in "Reminiscences of Saratoga")

I might say, at the outset, that Newfoundland is deeply indebted to Mr. Stone, an historian of New York State nearly a century ago, for his researches in the subject I now take up in this article. Mr. Stone is pre-eminent among all the authorities I have had to consult to round out the history.

In going through the "Illustrated London News," this paragraph came to my notice in the issue of December 28, 1850:—

"Colonel George Williams, formerly M.P. for Ashton, died at Woolton. He was born at St. John's, Newfoundland. At the age of twelve he joined General Burgoyne's Army in America, and was present at the battle of Stillwater; after which he accompanied Lady Harriet Acland on her memorable expedition down the Hudson to join her husband in captivity, but was not made prisoner by General Gates, on account, it is supposed, of his extreme youth: for afterwards we find him carrying the flag of truce into the enemy's lines on the capitulation of Saratoga."

"At the conclusion of the American War he joined His Majesty's 10th Regiment and served with it during twenty-three years in Jamaica and San Domingo, and in Holland, and on the staff of General Champagne in Ireland."

"In 1880 he quitted the army; and from that time, until the passing of the Reform Bill, figured in the political history of Lancashire as the stern and consistent supporter of civil and religious liberty. He represented Ashton in the first Reform Parliament."

"He died at the age of eighty-seven, and is supposed to have been the last survivor of the army which surrendered at Saratoga."

This obituary notice is essentially correct! He died in 1850, at the age of 87. That would make him born in St. John's in 1763. Thus, as is said, he was exactly twelve years old in 1775 when he enrolled in General Burgoyne's army in Canada.

The Cadet's father was George Williams, then a magistrate in St. John's (Prowse). The Cadet's uncle was Lieut. Griffith Williams, stationed at Carbonara in 1745 (Ibid). Judge Prowse speaks of Griffith as: "A very active, young officer. He cleared Grove Farm, Quidi Vidi. . . .



Lady Harriet Acland

Sir Robert Pinsent, Judge in St. John's was a collateral descendant."

I may add that officer Williams wrote a brief history of Newfoundland, published in London, 1765.

By modern standards, George, at twelve, could not enter the military service. But then boys may enter the army and navy to make it a life career. For examples, Captain Monnin's son, also in Burgoyne's army, was one year younger than George (Stone). Abraham Boulger, of the 84th Regiment—the army number for the Royal Emigrants from Newfoundland and P.E.I. in 1775—put in two years as "boy's service," winning the V.C., July 12, 1857, in the Indian Mutiny (Major Raikes).

How did young George get a chance to join Burgoyne's army, coming over to Canada in 1775? It so happens that Uncle Griffith was under orders to join General Burgoyne, and his uncle saw to it that George should have an army career.

Griffith Williams was to hold a most important post, as chief Artillery officer in this large army that left Canada for its campaign in the revolting colonies. Captain Williams was closely connected with another important officer, namely Major Dyke Acland, commanding the Grenadiers and the 20th regiment, and to complete the picture, Lady Harriet Acland, the Major's wife, as was often the case in those days, accompanied her husband. Her father was Stephen, first Earl of Chester. (Burke's Peerage).

Cadet Williams now fourteen years, when the great surrender at Saratoga was made by the British, was attached to Major Acland's left wing of the army as his orderly and runner boy. That was his real start of a strenuous life which was to end as Colonel and first member for Ashton-Under-Tyne.

His uncle Griffith is spoken of as:—"Ranking Artillery Officer . . . and as such had the immediate command of the whole artillery detachment in 1777." (Rogers)

Hadden's Journal, kept by a soldier, says:

"The detachment will obey any orders delivered in Major William's name . . . he is directed to call for such roll-calling as he may see necessary . . ."

General Burgoyne was selected for this important assignment because of his brilliant campaign in Portugal. The general now, however, in 1777, was exposed to conditions altogether different from Portugal. For example, hostile forces were continually breaking his long line of communications with Canada. His regular troops amounted, exclusively of the Corps of Artillery, to about 7,200 men (Creasy). He had also an auxiliary force of from 2 to 3,000 Canadians. (Ibid).

(Continued on Page 17)

TWO NEWFOUNDLAND
FAVOURITES.....

VAN CAMP'S

PORK AND BEANS

with that delicious Tomato Sauce



CORDON BLEU

MEAT SPREADERS

ideal for quick lunches

EARLE SONS & CO., LTD.

Newfoundland's foremost distributors of fine foods

477 WATER STREET, ST. JOHN'S, NEWFOUNDLAND

NEWFOUNDLAND—As It Was

And As It Is

IN POETRY AND PICTURES

SELECTED POEMS OF

SOLOMON SAMSON

EDITED, ARRANGED and ILLUSTRATED,

with many unique and rare views

of Newfoundland

This Book would make an ideal Xmas gift to some friend
away from home

By DR. ROBERT SAUNDERS, J. D.

On Sale at Book Stores in the City.



Then He Switched to

Sanitone
DRY CLEANING



***D.C.O. Means Dry
Cleaning Odor... It's
Never Found in Clothes
Cleaned the Sanitone Way!**

That no odor point is a most important one. It means really thorough dry cleaning. And Sanitone Dry Cleaning gets out ALL the dirt...all the spots...even perspiration. Try us and see the difference.



DIAL 5155

Cousins

(N.F.L.D.) LIMITED

DRY CLEANING & LAUNDRY

THE CAREER

(Continued from Page 15)

Leaving Canada in early summer he at first, carried all before him from Crown Point to the banks of the Hudson. Reached left bank of Hudson River on 30th July (Creasy) crossed on 14th September was on the heights of Saratoga (Ibid). But despite his own generalship, as Creasy says "he had considerable skill as a tactician." (But was "bottled up" around Saratoga after two desperate actions).

The same eminent Creasy says: "Nor can any military event be said to have exercised more important influ-

ence shot through both legs and was taken prisoner to Neilson's Manor house (See picture here). Hadden's journal says of Acland "Undoubtedly one of the bravest of the many distinguished officers." The prop and stay of Burgoyne, General Simon Fraser, was mortally wounded while going from post to post on his iron grey charger. Buried on the spot with all the honours of war, Sir Edward Creasy says "The interment took place under circumstances the most affecting that ever marked a soldier's funeral."

George Williams's uncle, Griffith, was put out of action and taken pri-

venture—for cutting his way out of the clutches of the enemy. Thus when he was debating surrender, we read from his diary:—

"I received a message from Lady Acland . . . a proposal of passing to the camp of the enemy. I was astounded at this proposal, exhausted, not only from want of rest, but absolutely want of food, drenched in the rain for twelve hours . . . that a woman should be capable of such an undertaking. I had not even a cup of wine to offer her . . . all I could furnish her was an open boat and a few lines written upon dirty and wet



ence in the future fortunes of mankind than the complete defeat of Burgoyne's expedition in 1777."

Stone in his writings, notes the role of young Williams in the surrender:

"This youngster is said to have carried the flag of truce into the American lines on the capitulation of Burgoyne. He was a cadet at the time, and but one year older than Captain Monnin's son."

Let us look briefly at the two battles fought around Saratoga, namely Stillwater and Bemis's Heights! At Stillwater, the British took a heavy toll of the enemy and held their ground, but after Bemis Heights (October 7th) General Burgoyne found himself blockaded in front and rear. With his transport line cut, he soon felt the need of food and ammunition, and forage for his horses. He then had no alternative but seek the best terms. General Clinton, coming up to Albany to relieve him, was too late to avoid the disaster. Thus:—

"In their ragged regimentals
Stood the old continentals
yielding not" . . .

At Bemis Heights, Burgoyne lost the brains of his army. Major Acland

soner. A brief tribute should be paid to Major Griffith Williams. "Old Major Williams, who adores no creature on earth more than a twelve pounder, and none by the way, can handle one better than him" (Waltham) "He was captured along with his beloved twelve pounders" (Stone)

To slightly retrace our steps, look at one incident of this campaign, thus:

"Just before the army crossed the Hudson, Major Acland, being with the advance guard, and therefore compelled to be constantly on the alert, kept a lighted candle in his tent throughout the night. It chanced that while the Major and his wife were asleep, that a favourite Newfoundland dog in moving around upon the candle, which rolling to the side of the tent, set it on fire etc. etc." (Stone)

General Burgoyne says in his diary of this incident:—

"It altered neither the resolution nor cheerfulness of Lady Harriet and she continued her progress, as partaker of the fatigues of the advance corps."

After Bemis's Heights, General Burgoyne spent a few days consulting his officers on some way—some desperate

paper to General Gates, recommending her to his protection.

"Mr. (Rev. Edward) Brudenell, the chaplain to the Artillery, readily undertook to accompany her, and with one female servant (Hannah De Graw) and the Major's Valet-de-Chambre, who had a ball which he had received in the late action, then in his shoulder, (this was Cadet Williams) and rowed down the river to meet the enemy."

"The night was advanced before the boat reached the enemy's outposts. She was received and accommodated by General Gates with all the humanity and respect that her rank, her name and her fortune deserved."

The party had taken off from a small place, called Coverille on the Hudson quite near the general's headquarters. Of Lady Harriet's then mission, with a flag of truce, Mr. Stone says:

"A faithful wife who had hurried on in an open boat to attend him (the Major was then a prisoner in the enemy's camp) . . . Another of her companions was Mr. George Williams (previously mentioned with a ball in

(Continued on Page 19)



GOVERNMENT OF NEWFOUNDLAND

Arts and Letters Competition, 1961

The Committee appointed by the Government to administer the Arts and Letters Competition brings to the attention of interested parties the following regulations and awards for 1961.

- | | |
|--|---|
| (a) For the best original historic account of neglected periods in our Island History.
Length 5000-8000 Words.
Awards \$300.00—Second Choice \$100.00. | Awards \$100.00—Second Choice \$50.00. |
| (b) For the best original short story—5000 words (approximately).
Awards \$100.00—Second Choice \$50.00. | (f) For the best original oil painting.
Minimum size 12 x 20 inches. Maximum 15 sq. ft.
Awards \$100.00—Second Choice \$50.00. |
| (c) For the best original poem.
Awards \$100.00—Second Choice \$50.00. | (g) For the best original water colour painting.
Minimum size 12 x 20 inches.
Awards \$100.00—Second Choice \$50.00. |
| (d) For the best original Newfoundland ballad or "Come-All-Ye."
Awards \$100.00—Second Choice \$50.00. | (h) For the best original picture in any medium.
Maximum size 15 sq. ft.
other than oil, water color or photograph.
Awards \$100.00—Second Choice \$50.00. |
| (e) For the best original literary script of a dramatic type written for radio presentation.
Time of presentation 15 to 20 minutes. | (i) For the best piece of original sculpture or wood-carving.
Awards \$100.00—Second Choice \$50.00. |

N.B. ENTRIES TO SECTIONS (a), (b), (c), (d), (e), (h), WILL BE LIMITED TO ONE ENTRY PER PERSON, SECTIONS (f), (g), (i) TO TWO ENTRIES PER PERSON.

All work must be submitted on or before February 15, 1961 to the Secretary of the Committee on Arts and Letters, Department of Education, and shall be accompanied by a signed statement to the effect that it is original and has not been published or exhibited. No collect shipments will be accepted.

ALL SCRIPTS MUST BE IN TYPEWRITTEN FORM. The name and address of the contributor must be clearly indicated in the upper right-hand corner of the page.

Paintings or pictures must be framed in wooden frames and the name and address of the artist must be affixed to the back in such a manner as not to be visible to the judges. Names must be affixed to sculptured or woodcarving in similar manner.

All paintings must have attached, strap or wire with hooks for hanging. Title of painting must be listed.

No awards will be made where the entries submitted do not, in the opinion of the appointed judges, merit recognition. To insure return of scripts, stamped and addressed return envelopes must be enclosed. The successful entries in all literary contests may be held by the Government for publication or otherwise.

ALL WORK SUBMITTED FOR COMPETITION MUST HAVE BEEN COMPLETED WITHIN THE PAST TWO YEARS.

All possible care will be taken of the works sent in, but the Committee will not be responsible for any loss, or damage by accident, theft, fire or otherwise. The Committee assumes no responsibility for the safe transportation or insurance of any works.

The Committee will not be responsible for any entries submitted without full identification and return address.

In any or all classes the Committee may on the recommendation of the judges, award a special prize for work of outstanding merit.

N.B. ENTRANTS MUST BE ORDINARILY RESIDENTS IN NEWFOUNDLAND

DEPARTMENT OF EDUCATION

THE CAREER

(Continued from Page 17)

his arm) a young gentleman from Newfoundland who in after years became a colonel in the army and first member of Parliament for Ashton—under—Lyne."

(The Dairy continues)

"It was ten o'clock at night when the party in this row boat reached the American advanced guard under the command of Major Dearborn. Upon landing, the party with their bedding and other necessities, were guided to the log cabin of Dearborn, who had been ordered to detain the flag until morning, 'the night being exceedingly dark and the quality of the lady unknown.' The boat put ashore under a flag of truce and a beautiful lady, with her attendants ascended the bank."

Sergeant Roger Lamb, of the British Fusiliers, says in his journal:—The guard was apprehensive of treachery and therefore threatened to fire into the boat if it stirred before day-light.

A fire was kindled, a cup of hot tea provided. . . her mind was relieved of its anxiety by the assurances of her husband's safety.

Soon after this event, a poet, a Mrs. Morton, composed a poem of Lady Harriet's journey to the enemy camp, accompanied by her aides and carrying a flag of truce:—

'Twas now the time, when twilights misty ray,
Drop the brown curtain of retiring day,



NELSON HOUSE ON BERNIE'S HEIGHTS.*

The clouds of heaven, like midnight mountains, lower,
Waft the wild blast and dash the drizzly shower,
Through the wet path her restless footsteps roam,
To where the leader spread his spacious dome.
Low at his feet she pours the desperate prayer—

Give my lost husband to my soothing care,

Give me in yonder solitary cave
With duteous love, his burning wounds to lave . . .

Mine were his blessings and his pains are mine.

(See photo here of Major and Lady Acland)

On her arrival at the advanced post, the Adjutant-General Wilkinson's report is:—"that he visited the guard before sunrise. Lady Acland's boat had put off and was floating down the stream to our camp where General Gates stood ready to receive her with all the tenderness and respect to which her rank and condition gave her a claim."

General Burgoyne, in discussing the incident in his Journal, ventures a little philosophy of life, that:

"Let such as are affected by these circumstances of alarm, hardship and danger, recollect that the subject of this was a woman of the most tender and delicate frame of the gentlest manner, habituated to all the soft elegancies of refined enjoyments that attend high birth and fortune . . . Her mind alone was formed for such trials."

Mr. Stone Says:—

"A portrait of her ladyship, standing in a boat, with a white handkerchief in her hand as a flag of truce, was exhibited in New York and at the Royal Academy, London. An engraving from this picture was extensively circulated in Europe and America"

The name of Williams too, has left its mark even of the battlefields. Stone refers to 'William Rock' and some of the artillery that William's commanded, as well as the scene of Lady Acland's boat on its journey to General Gates, is preserved in the 154 foot monument put up at Saratoga a century later.

To multitudes who come with pilgrim feet,

The sculptured tables will then tales repeat;

Long may our tribute to the brave endure.



PLAN OF BATTLE OF BERNIE'S HEIGHTS.

However the actual military surrender and capitulation came some days after Lady Acland's mission. Lieutenant-Colonel Kingston had been led blindfolded into the enemy's camp, carrying a message from Burgoyne.

Dr. Thaker, an eye-witness, being a surgeon in the continental army, has this from Adjutant-General Wilkinson:—

"When they (Gates and Burgoyne) approached nearly within sword-length, they reined up (their horses) and halted. I then named the gentleman, and General Burgoyne, raising his hat most gracefully said: 'The fortunes of war General Gates has made me your prisoner.' To which the conqueror replied: 'I shall always be ready to bear testimony that it has not been through any fault of your excellency.

(See various views here of the drama).

We hear nothing of young George Williams in this war period beyond

(Continued on Page 21)

"Our Children Were Brought Up On
BRICK'S TASTELESS"



"Until they were six years old we gave them one teaspoonful of Brick's before each meal and just before bedtime. Since then we have increased the dosage to one tablespoonful.

"Of course we saw that they had proper food, rest and recreation. But we give full credit to Brick's Tasteless combination of Extract of Cod Livers, Malt, Iron and Calcium for relieving the loss of appetite and consequent malnutrition, following colds during the critical growing years."

So we say: "Bring up your babies with Bricks!"

Trade Supplied by

GERALD S. DOYLE

ST. JOHN'S

Limited

The Land I Love

By LESLIE ADAMS

How the sea gnaws at the coast line
With hungry billows from the deep
Pounding, splashing as in triumph
The murky shore sulks in defeat.

Thunder blasts among the mountains,
Their craggy fangs now out of sight,
Squirring storm clouds shaped like
Serpents

Thrust fiery tongues into the night.

Rose stained fountains spray the morning
Where the sea and sun divide.
Dull gray mists give way to crimson
Along the purple mountainside.

In my shack among the balsams:
Far removed from strife and care,
By the pulse beat of the ocean
With its salt and scented air.

This is wealth too vast to measure
But without skill to appraise its worth.
Remains like gems on desert islands
Not more than pebbles in the earth.

An Emigrant's Lament

By LESLIE ADAMS

Oh love of mine for greed I left her
Blind by a craze for city skill
Like a fat mouse on a mountain
Could see her nest, but not the hill.

Through the glare, I see her beckon
Above the din she calls to me
But I'm a captive in a showcase
That knows no want but liberty.

Evasive ties that tighter bind me
To this mask fate bids me wear
I'm like a beast with mountain freedom
That saw too late a hidden snare.

Could I escape this dull enclosure
Could I some sunlit exit find,
Or must I slave to snobs called men
With smooth groomed hair and tangled
mind.

The pent-up sea can find relief
In twisting, tossing, restless waves
Could we but break the unscen chains
That bind and hold us modern slaves.

"THE TRUE FACE OF DUPLESSIS"

(Harvest House, paper, \$1.50)—Here is the first of the critical biographies of MAURICE DUPLESSIS—the man and the politician—prime minister of Quebec for TWO DECADES. The story of the public life of MAURICE DUPLESSIS, French Canadian man of power, is one important key to the riddle of French Canada. The author, PIERRE LAPORTE, veteran LE DEVOIR correspondent, who spent fifteen years in the Quebec legislative press gallery, observing his subject, gives us an honest, perceptive, and witty portrait. Seldom has so much talk split over an individual Canadian. Few politicians have been so worshipped and detested at one and the same time. This authoritative book tells why. Introduction by Stuart Keate.

THE CAREER

(Continued from Page 19)

fact that he joined the 20th foot at the end of the war. He would then be about 18 years, and doubtless, although we have no positive evidence, cadet George received a junior officers rank to start on his road to colonel. Major Thomas Skinner in his "Forty years in Ceylon" throws no light on

Writers speak of it being recruited to full strength again after landing in Plymouth with 70 men and six officers.

Just about 1800 George Williams, then nearly 40 years, settled down in Lancashire. Enters the political debates of that day as a liberal, and champions the reform that ended with the famous Reform Bill of 1832. Even in 1819 the district had a society of

The district of Ashton-under-Lyne covered an area of 38,657 acres. At the beginning of the 19th century the population of the district was 27,361 souls. But as Baines and Fairbairn points out, "The town of Ashton has increased very rapidly during the present century." Ashton had 33,917 people in 1831 the year before George Williams was elected.

(Baines and Fairbairn)

By the act of 2 Will. IV, usually called the Reform Act, Ashton-under-Lyne was enrolled and the privilege of returning one member to Parliament was conferred upon this borough (Croston).



THE LATE LIEUTENANT F. J. G. SAUNDERS, 84TH REGIMENT. (From *Illustrated London News*)

it, although the Skinners and Williams families served Newfoundland in the old Newfoundland Fencibles.

True it is he was with the 20th in the West Indies for many years and there was advanced in military rank. That he grew up to be a man of iron there is no doubt: for James Cannon in his 20th regiment says

"Engaged in a series of difficult services. Lost many officers and soldiers from disease. In 1796, reduced in number to six officers and 70 soldiers, landed in Plymouth, whence it marched to Exeter under the command of Lieutenant-Colonel Forbes campaign."

George Williams, was then on the staff of the commanding officer. Then to Holland under the great Lieutenant-General Sir Ralph Abercromby who observes in one of his orders "20th regiment . . . did great credit to the high reputation that regiment has always borne."



Elm Tree Under Which Burgoyne signed the Convention



VIEW OF THE ENCAMPMENT OF THE CONVENTION TROOPS.

"radical reformers" as the term was used (Croston). In hostile processions we read on the banners':— Let us die like men, and not be sold like slaves (Ibid). This was George Williams scene of action for many years.

The first election in Ashton which returned George Williams, gives us a real view of what was then known as "Popular Government." Colonel Williams, then 69 years was elected by

(Continued on Page 22)

THE CAREER

(Continued from Page 21)

a show of 176 hands in a Convention Hall. Another liberal contesting the seat was Mr. Charles Hindley, and 163 hands went up for him. It was a three cornered fight and the Conservative T. William Helps received a showing of 33 hands. (Croston)

Thus 372 voters, out of a total population of over 31,000, decided the issue and sent the Venerable Colonel Williams up to London to represent it for three years in the Mother of Parliaments. A man, whose domicile of origin was Newfoundland, there carried on his great fight, as the obituary says, "for civil and religious liberty." True it is there were not 31,000 voters there 'in Ashton in 1832, but by our ideas of manhood suffrage, there could have been 5,000 or more men of voting age.

The course of Colonel Williams life did not end until December, 1850 when, as is said:—"is supposed to have been the last survivor of the army which surrendered at Saratoga."

(To be continued)

Retail Power Distribution

It is presently estimated that each of the two towns to be created close to the new mines of the Iron Ore Company of Canada and Wabush Iron Co. Limited near Wabush Lake, will have a population of over 5,000 people. We are making arrangements to provide the public distribution of electric power in these two centres and shall probably incorporate a public utility company for this purpose as a wholly-owned subsidiary of your Company. It will of course eventually draw its power from the Twin Falls development.

Picture at Top Right is of Major General Sir Henry Havelock, personally signed, a century ago. This refers to the article on "When Canada Helped Save the Empire," in the March issue, 1960.



VIEW OF THE PLACE WHERE THE BRITISH LAID DOWN THEIR ARMS.



The days, the weeks went by, all full of good times. I even went out cod fishing one the Norrard Rock with the fishing crew. I caught some twenty big ones too. I had some good times too down at the Culling Board where I was being initiated by Ben and George.

I had one very good troutling trip. Grandmother invited Jim, Bob, myself and Jim Baker to go with her into Little Pond for a picnic. It was her favourite fishing place. We were to do a little troutling and have a good time.

Bill Ledstone drove us in behind Jerry, the big bay horse, and came for us at sun-down. We did not get many trout—some five dozen—but we had a wonderful time with Grandmother and Aunt Nell and they enjoyed it as much as we did. Grandmother on the way told stories of her many trips troutling with grandfather, and also the story of the buried tea kettle.

It was now August and I was on my way back to Catalina with Tom. When he reached Denny's he stopped and went in. When he came out Denny was with him; he came and took my hand. "Boy," he said, "I have not seen you this summer. Where have you been? Don't forget that we live at the cross-roads."

So I settled down at the Badcock's: it was study first, then play. August was always quiet in Catalina in the old days; no excitement but plenty of work was being done. Fish flakes everywhere; square miles of flakes. They even covered the highroad on the north-west side of the North-east Arm.

I visited all the wharfs repeatedly, especially if a banker came in. Too, I called on Neddy Murphy and all my good friends. Then I really buckled down to my studies for, while I did not dislike Catalina, I wanted to get away from having to do things whether I liked to or not. Church, Sunday School, Day School all came and went. I think that I enjoyed my studies better for, as fall came, Mr. Badcock helped me with my knotty problems in figures and furnished me with all the books I needed on any subject; some were his own but many were borrowed for nearly everyone had a library of perhaps a hundred books from Plato to the Boys of England and Young Men of Great Britain.

Saturdays and holidays I liked to take my rod and go troutling back in the hills, and always alone—I must have been an odd kid—but I loved the woods, the lakes, the brooks and what lived in and around them.

It was early September. When I got home from school I found father there. He was on his way, in The Kate, to St. John's with a load of dry fish and on business. There was no railroad at this time, 1885, in Catalina. They were talking about St. John's. I got interested too and then I asked: "Father, may I go with

MEMORIES OF AN OLDTIMER

By Ernest Tilley

you? I would like to see the city." Father looked at Mr. Badcock. "Can he spare the time?"

"Yes," Mr. Badcock said. "It will do him good to get a new slant on things. Besides he is working too hard and a change won't hurt him any."

And so on board The Kate I went with father. The crew welcomed me and Benny Porter, Skipper (whom the men called Champ) told me if I should get sick a good chunk of fat salt pork would fix me alright.

They were sailing about midnight and as I was really tired Benny took me down to the cabin and gave me a good, comfortable bunk (his own, I learned later) and I was fast asleep almost before he got on deck.

When I woke next morning the sun was shining down the cabin hatch and for a moment I wondered where I was, but the ship was in motion, kind of lively, and the smell of grub cooking brought me back. I hurried on deck. We were passing through Bacallieu Tickle with a good brisk wind on the quarter, making time. I was hungry and ate a good breakfast; no one spoke of seasickness. The ship, with the steady quartering breeze, was as steady as a rock and all I could think of was sliding down George Crewe's Hill to Blam Billie Hobbs' gate, about a mile. It was the same kind of motion but here you did not have to drag the sled back up. Before sundown we were just off the Narrows. Benny showed me where it was but all I could see was a lighthouse on a point—Fort Amherst—and another house and flag staff on a high cliff—Signal Hill—but the scene quickly changed and there was The Narrows. What a sight! I will never forget the Narrows entrance—the immense cliffs, the old forts clinging to the crags and, beyond, the harbour as quiet as Little Pond, and on the slopes beyond, the city—its churches and great buildings and the busy business waterfront below.

The wind was fair for us to go in and I had hardly time to see things when we were moving up the harbour to J. & W. Stewart's wharf where we tied up. It was near sundown when we were made fast.

Father and most of the crew were getting ready to go ashore but he asked Benny Porter to keep an eye on me. We got two chairs, sat them near the cabin house and looked down the whole length of the harbour. To me it was a splendid sight, with its thousands of lights. While we looked a big steamer came in resplendent with light. We watched her as she tied up at Harvey & Company's.

I went around with father on his business calls and met a lot of men but we did not have too much time. The vessel was unloaded in a day. Two days later she was loaded again and now, with the first fair wind, we would be off for home as there was lots for

(Continued on Page 24)

MEMORIES OF AN OLDTIMER

(Continued from Page 23)

The Kate to do this fall. After breakfast, on a fair morning, father handed me a Poundnote saying: "Boy, buy a few little things for the children at home with half of it. Use the other half to get a little something for the Badcock's." He turned to Abner Cole. "Abner, you go with him. Let him buy what he wants but don't let him get gypped. Be back by ten o'clock; we will be pulling out of here as soon as we can."

Abner and I had a good time and got something for them all and we went back. As father said, there was a nice breeze from the south-west now and The Kate's sails were ready loosed. In short order we were off again. A fair trip and when I went on deck next morning we were off the Flowers and almost home. An hour later she was on the Collar and we were on shore at home.

We were all happy—the boys and the two little girls and mother liked what I had brought them. The next day I was in Catalina and Mrs. Badcock liked what I brought her from St. John's—a package of nice candy. I had a lot to say about the trip but I got down to my studies and went to work. I studied hard. I had to learn the Gospel of the Day for each Sunday—Mrs. Craig insisted on it. Besides, this was the year of the big church fair—to raise money for the organ and a bell. Everybody worked at it and I was no exception. I made yards and yards of a round woolen cord to trim cushions with. I was given a thing like a big spool, a fine crochet needle and plenty of yarn. The Fair was a great success. The Parish got both organ and bell.

Father gave me five dollars to spend down in Fisherman's Hall where the Fair was held. I bought little things with it for the home folks and took a chance on a doll and crib, and won it. I was a lucky boy!

Catalina was busy that fall. This year was a good Bank Fishery and all the flakes were full of fish. Besides this, the Labradormen had good luck too and also it was one of the best Shore Fishing years. Everything was moving.

I had plenty of studying to do, it was true, but I found time, particularly rainy Saturdays, to go and visit. I enjoyed going to Ned Murphy's best of all for he told stories of the old-time skippers, of father and of himself; for Neddy was a real Old Timer.

His men went "In Collar" the first of May as usual. For as soon as it was time for fishing off he would go to the outside fishing grounds, in his large boat manned with five men all told and two rodneys towing behind, some eight or ten miles off Norther Head—the Haypooks, the Gannets or perhaps Dollaman Bank. He fished hook and line till the caplin struck in; then the cod seine boat and its 150 fathom cod seine took over. Now a busy six weeks followed with lots of fish drying on the flakes and everyone busy all the time. As soon as the fish slackened off then it was hook and line again, this time with squid for bait, through September, October and even November, following the fish far outside until in late October he is fishing again where he starts in the spring—out on the Haypooks and the Gannets.

He always got plenty of fish, one way or another, and in these days, to him, such a contraption as a cod

Uncle Zik's Treasure

He was nobody's uncle but everyone, old and young, called him "Uncle Zik" because—well, he just looked like an uncle.

He had never married. When he got a bit too old to take care of himself, he took young Tom Ward and his wife to live in his house and "look after" him. A fine sensible couple they were, too.

"Tom," he said, "when I die, you and your wife will get your reward. Everything I got will be yours."

Tom and his wife were delighted, for everybody knew that Uncle Zik had a lot of money stowed away. He had always done well and apart from buying a bit of baccy for his pipe, lime for his house every two years, and "paying the parson" he had never spent very much.

Well, two years after this, Uncle Zik died. Passed away in his sleep. They gave him a fine funeral and young Tom put up a lovely headstone to him.

A day or two after, they started looking for the money. They just about tore the house to pieces but found only a cent piece dated 1865, in an old gun-cap box. Tom was a bit disappointed but he had a very good house and lots of land so he didn't feel too badly about it.

That fall there came a roaring big gale of wind and Tom's fence blew down, right in front of the house, too, so he had to set about it right away. The gate posts were of 12 inch timber and they had rotted off close to the ground. In one of them Tom found a canister and in the canister was paper money, gold and silver money. It came to be just about \$20,000.00.

"Good old Uncle Zik," said Tom's wife, wiping her eyes with her apron.

"Yes," said Tom, "but foolish old Uncle Zik, too. He could have been getting \$50 a month on this for years, if he had only put it in the **NEWFOUNDLAND SAVINGS BANK**, which is where it is going now."

And it did, except for the bit Tom's wife kept out to buy a new hat and a kitchen stove.

—R. F. S.

trap was unknown. I heard Neddy only once speak of a cod trap. "No good" he said, "for real fishermen; the fish must come to the trap and they just won't. With a seine or hook and line you go find them." He was right, too, as was proved later.

The winter of 1885 and 1886 was cold and lots of snow. The spring was long coming and it was in May before I got my first few trout. Everything went on as usual. June was better. When I came home from school one day in early July Mrs. Badcock said: "I had a message from your mother. She is driving to Trinity tomorrow for a stay of a few days. She said if you wished you could go along with her. Tom Sullivan is going with you to drive the carriage."

"I hardly know what to do," I said. "Ah, Ernest," she said, "it will do you good and it will be a fine trip. Trinity is more than twenty miles from here. You will like it. I will get everything all ready for you have an idea your mother will be here by breakfast-time tomorrow." She was.

It was a fine day and the drive to Trinity was one of the great events of my life up to this time. We stopped near the half way house and had a good lunch. We were in Trinity at Uncle Dick's house around three o'clock.

Aunt Christie, (she was a Newhook, niece of Grandma Tilly) was glad to see us, as were Claude, Hattie and Fred Grant. They expected us as Uncle Dick worked in my father's store at Bird Islands at that time and had written them. Tom went back the next morning because we were to stay a week. Uncle Dick's house was small but comfortable. Right opposite on the other side of the narrow lane was Doctor White's house. (He was the father of the future Anglican Bishop of Newfoundland, Bishop White).

Mother took me around to Uncle Bill's house. He was away but Aunt Tryphena was there. After a day or two I asked mother if she would take me to Point Mackerel and Rider's Hill. Rider's Hill used to be a fort and even now here were a few old cannon. Later we went across the harbour by ferry to the other side, now Port Rexton, and then to the cemetery where mother's sister, Aunt Martha, was buried. On the way across the harbour mother told me a story about when

she was a small girl and the ferry had capsized here in a heavy squall. One woman was saved for her hoop skirt kept her afloat till help came.

I had a fine time with the folks but Trinity to me did not have much liveliness—nothing like Catalina—even if mother's folks did live there. At the end of the week Tom and Sam came for us and early Sunday morning we were on our way back around the arm of the harbour. The road followed the shore-line and it was a beautiful ride.

About two o'clock we were at Mrs. Badcock's. She insisted that mother had plenty of time for her to come and have a cup of tea. As she had been expecting us, the kettle was boiling.

The next few weeks passed quickly and again I was sitting in the carriage with Tom bound for home and my summer vacation. One thing I thought of all the way home was how the dogs would like to see me again. It was late when we reached the stable and I could hear them barking but they were shut up for the night so I would have to wait until morning before my two chums greeted me. Gosh! even if I liked Catalina it was very good to get home again with the folks. Father wanted Tom to stay and have supper with me and we sat and talked around the table until late; then to bed and a good night's sleep.

It was late when I woke. I had breakfast, greeted the dogs and took them with me to the store. They stayed close to me and took good care not to lose me on the way down.

Things were not going very well with father's business. The first cod trap had come to Bird Islands, I think, in either the summer of 1883 or 1884. It was owned by William Flynn and Israel Hill. They trapped a lot of fish in two succeeding summers, so much that father invested heavily in cod traps for his "dealers" which he sold them on credit. Unfortunately, 1885 and 1886 were poor years for cod traps; in fact, a failure. It was a hard blow to father's business which had already been badly shaken. Not only was no fish trapped these summers but the shore fishery was only fair. But the fall fishery was good in 1886, made very late by hook and line. This was a bit encouraging but father felt like cutting expenses. For he said that this was the last year he would use the North Side Fishing Room for fishing; it had not paid for years and only cost money. Perhaps, instead, he would have the Kate go to the Labrador. I could see that the way things were going was worrying him. We talked it over and decided that I should study book-keeping so that I could keep books and also work in the store. Even though I was only fourteen my father thought I could help.

So, with my mind made up to work hard when I went back to school I had a good summer, a wonderful six weeks, and the dogs went everywhere with me. Toward the end of August things looked brighter, as I said before, and the price of fish was going up.

BALSAM HOTEL

BARNES RD.

SITUATED IN THE HEART
OF THE CITY

QUIET, COMFORTABLE ATMOSPHERE
For Reservation and Information Call

MRS. JOHN FACEY
RESIDENT MANAGERESS

For Newfoundlanders away from home
—A SUBSCRIPTION TO—
THE NEWFOUNDLAND QUARTERLY

A LOOK AT THE POSTAGE STAMPS OF NEWFOUNDLAND

By H. L. BARNES

Newfoundland's first postage stamp was issued in 1857, just seventeen years after Great Britain's and six years after Canada's June 24, 1947. Newfoundland's last postage stamp was issued. In these ninety years 288 different stamps were issued bearing 147 different designs. These 288 different include the different denominations, paper varieties, colors, overprints, perforation varieties, and re-engravings.

A one penny brown violet stamp picturing the Crown of Great Britain and the Heraldic Flowers of the United Kingdom was the first issued by Newfoundland. At the same time seven other designs, all showing the Heraldic Flowers of the United Kingdom, were used to print eight other stamps ranging in denominations from two pence to one shilling. From 1857 to 1863, these eight designs were used to print a total of 27 different stamps.

When the currency was changed in 1865 from shillings and pence to dollars and cents, a new set of stamps was designed and issued. Besides the change in monetary units, the words "St. John's"

were omitted from the new stamps. Henceforth, all Newfoundland stamps carried the name "Newfoundland" instead of St. John's, Newfoundland" as did the previous twenty-seven stamps.

Postage stamps serve as a median by which the public may be acquainted with the history of the country. Newfoundland took advantage of this median as did many other countries. Let us take a look at the highlights in her history that Newfoundland featured on her postage stamps.

- (1) 1897 **The Cabot Issue.** Fourteen stamps were issued to mark the 400th. anniversary of the discovery of Newfoundland by John Cabot.
- (2) 1910 **The Guy Issue.** To commemorate the 300th. anniversary of the first official attempt to colonize Newfoundland by John Guy, a set of eleven stamps was issued.
- (3) 1919 **Trail of the Caribou Issue.** A set of twelve stamps was issued in 1919 to commemorate the services of the Newfoundland contingent in World War I. Each one of the

twelve stamps is inscribed with the names of a different action in which Newfoundland troops took part.

- (4) 1933 **The Gilbert Issue.** In commemoration of the taking possession of Newfoundland for England by Sir Humphrey Gilbert, August 5, 1583, a set of fourteen stamps appeared in 1933.
- (5) 1939 **The Royal Visit Issue.** On June 17, 1939, King George and Queen Elizabeth arrived in Newfoundland for an official visit. The occasion was marked by the issuance of a postage stamp.
- (6) December 1, 1941, saw the appearance of a stamp commemorating the 50th. anniversary of the Grenfell Mission.
- (7) To mark the 450th. anniversary of Cabot's arrival off Cape Bonavista, a stamp was issued June 24, 1947. This was Newfoundland's final postage stamp.

Highlights in history are not the only topics for stamp designs. A quick glance at the stamps of Newfoundland shows

(Continued on Page 27)

LAND- -ROVER



THE GO ANYWHERE VEHICLE

THE WORLD'S MOST VERSATILE VEHICLE

For Demonstration
and Price contact—

ADELAIDE MOTORS, LIMITED

P. O. BOX 40

ST. JOHN'S, NFLD.

PHONE 3015-6-7

that various topics were used. Following are the main topics used, together with the number of designs devoted to each.

- (1) **The Royal Family.** Sixty-three designs pictured Royal personage. These included Henry VII, Elizabeth I, George V, George VI, Princess Elizabeth, and Edward as Prince of Wales.
- (2) **Boats.** Boats were the topics for nineteen designs. Including among these were: Cabot's "Matthew," Guy's "Endeavour," Gilbert's "Squirrel," Gilbert's ships leaving Plymouth, Gilbert's ships arriving at St. John's, "The Caribou," sealing fleet, fishing fleet, ships loading ore at Bell Island, and a small craft on the Humber River.
- (3) **Buildings.** Nine designs featured the following nine buildings: a logging camp, General Post Office at St. John's, Newfoundland Hotel, Colonial Building, Crompton Hotel (home of the Gilbert Family), Eton College, Windsor Castle, Memorial University College, and Cabot Tower.
- (4) **Sceneries and Settlements** may be used on stamps for their historical

interest or their beauty. Among the former we find Cape Bonavista, Cupids, Mosquito, and Corner Brook on the stamps of Newfoundland. Some of the beauty spots shown on stamps are Mount Moriah in the Bay of Islands, Twin Hills at Tors Cove, Southwest Arm at Trinity, Shell Bird Island, plus various scenes on the Humber River. In all twenty designs were of Newfoundland sceneries and settlements.

- (5) **Maps.** Four designs appeared showing maps of Newfoundland. The most interesting of these four is a 20c. deep green stamp issued in 1933 showing a map of Newfoundland published in 1624.
- (6) **Other Topics.** Seven designs each were devoted to codfish and seals. The magnificent caribou adorned six designs. The Newfoundland dog and the salmon were each shown on three designs. The War Memorial at St. John's was pictured on two.

Sooner or later every country issuing postage stamps comes up with an error which occurs either in engraving or in printing. In the Guy Issue of 1910 there occurred two of these errors. First, on the one cent stamp "NFW" appears for

"NEW." Secondly, on the six cents stamp the "Z" in "colonization" is reversed. Both of these errors were corrected in later printings. Among the stamps that were overprinted, copies may be found with inverted, double, or triple overprints. No used copies of these overprints varieties are known to exist.

Newfoundland stamps differ from those of other "dead" countries in that they are popular with collectors everywhere. In beauty they are comparable to those of any country. They can provide the ardent collector with hours of enjoyment and a wealth of information.

The First Snow

I heard the cruel fingers
Of the wind, clawing the tawny
Gold and yellow leaves
Off Pilgrim's Maple tree.
Which through dull days
Brought sunlight to our
Kitchen windows.
There it stands, naked branches
Hiding in the grey-blue shadows.
The winds have gone,
The earth is sodden, wet and silent—
Snow is falling.

—GEORGINA COOPER.

- Steamship Terminal Operators
- Contracting Stevedores
- Public Warehouse Operators

Representing

NEWFOUNDLAND CANADA STEAMSHIPS LTD.

Direct Shipping Service

From

Halifax, N.S. and Montreal, Que.
to St. John's

**MURRAY AGENCIES &
TRANSPORT CO., LTD.**

PHONE 2031-2-3

P. O. BOX 2155

BUILDING SUPPLIES

MURRAY'S ROOFING

(all kinds)

ALSO

DOORS — PLYWOOD

AND ALL BUILDING MATERIAL

ENGINE DEPARTMENT

PETTER LIGHTING PLANTS

DRAIN PIPE

COPPER TUBING

and a full line of all Machinery,
Supplies and Fittings.

SCALES

SAWS

A. H. MURRAY & COMPANY, LTD.

ST. JOHN'S

AN ARTILLERYMAN IN ST. JOHN'S

By Carson I. A. Ritchie, M.A., Ph.D.

Lieutenant Fireworker William Tiffin of the Royal Artillery was one of the most interesting and enigmatic visitors to Newfoundland in the eighteenth century; interesting because he took so much notice of what went on in a station where there was even less to amuse one than in most garrison towns, ambiguous because of the shorthand passages which he entered in his diary? What was the substance of these cryptic hooks and crotchets? As to their form the present writer would postulate that they represent none of the standard systems of eighteenth century shorthand, not even that invented by the clergyman who was Tiffin's namesake. As to their substance some of them at least deal with Tiffin's family affairs, his ill health, loans to his brother officers in Germany, and women. Entries such as "Elle s'appelle frau doctorin . . ." "Completed my Conquest . . ." occur significantly in long hand amongst the shorthand passages. But were these topics sufficiently controversial to warrant Tiffin's cutting out whole pages, as he did in some instances? Perhaps some better informed student of Tachygraphy may elucidate them in the future. In any case few shorthand passages occur during his stay in Canada."

Before he sailed for Newfoundland Tiffin had already had a distinguished career with that army which had "won Canada on the banks of the Rhine." A gunner cadet, or matross in 1756, he had become a Fireworker in April 1758 and Second Lieutenant in December 1763. While on home service a Fireworker's duties consisted in supervising the tasks of the labourers in the Laboratories as they manufactured explosives for the Board of Ordnance. Tiffin probably spent much, if not all of his military career up to 1762 on artillery service in Germany with the allied army commanded by Prince Ferdinand of Brunswick. Though no one would suspect it from the entries in his diary, Tiffin had contributed considerably to the success of the final campaign. The official history of the war commends the "most determined resolution" with which he commanded his battery in the teeth of the enemy fire.

Tiffin had had plenty of time to get used to a peace-time existence since the war ended in 1762. He had celebrated his victories well, in the manner of eighteenth century soldiers, at the numerous routs and assemblies given to mark the victorious termination of the war; been reviewed in Hyde Park by the King; and afterwards gone to visit his relatives at Leicester. From Leicester he had set out on a pleasure tour which took him to Peterborough, "a most Noble Cathedral," Downham, and other parts of England. Indeed he seems to have spent a good deal of his leave on travel.

In July 1765 Tiffin set out on his voyage to America, noting the light-houses as they slipped past his transport, "Raven." Tiffin had been ordered to accompany Captain Williams' Company, and reinforcements for New York sailed along with him on the transport. As on most eighteenth century voyages, travellers snatched at everything which could relieve the even succession of the days. He fished for Whiting,

noted down the changes of wind in his diary, and watched the position of the "Raven's" convoy companion "Beleric." "The Raven" weathered a hard gale and then on August 7th fell in with the first sight of the New World: "Saw 2 Sail in the South West Quarter and bore down to them 1 League. They were 2 Rhode Island Sloops and had each a small Whale—10 Sail Sloops in Sight." On the 9th they saw "Grey Gulls, Pengwyns and Sheerwaters." The following day Tiffin noted: "Saw 3 Islands of Ice one of which appeared as big as St. Pauls at the Distance of 10 Leagues." He continued to make observation of the teeming North Atlantic wild life. "Saw several Birds, one Species of which are call'd Men of War . . . Saw several Flights of Ducks . . . Fish'd but caught none . . . Saw several Murrs with another Bird call'd a Boatwain which has a Tail resembling a Marlin Spike—saw Several Whales, neither these nor those at Streight Saint Davids are so large as the Greenland."

On the 14th they made Cape St. Francois in a squall that sprung the Main Top Mast and made them stand off the land. It took them time to come abreast of St. John's in the squally weather, but by six o'clock on the 15th they had come to anchor in the narrows and "set to warping in." In the harbour lay the "Belle Isle" which had brought out the 59th Regiment to relieve the 45th at Louisbourg, Placentia and St. John's. For some reason Tiffin and his companions did not disembark at once, perhaps it was because they had to spend a few days in quarantine. A few days after they had tied up "Raven" caught fire forward, but the fire seems to have been put out without too much difficulty, as on 29th August Tiffin noted, "Disembark'd with (1 Sergeant, 2 Corporals, 2 Bombardiers, 6 Gunners, 17 Matrosses, 1 Fifer, 1 Drummer) 30 Men, and march'd up to Fort William." Tiffin began his official duties by saluting the governor, Captain Hugh Palliser, who arrived on board "The Guernsey," with the fifteen guns which was his due, and on the following morning watched the rest of the Artillerymen whom the "Raven" had brought, sail off in her to Placentia.

Being an artilleryman in St. John's was largely a matter of firing salutes "This day (Jan. 18th 1766)," noted Tiffin, "Being observed as the Queen's Birthday, I (by order of Captain Macdonald) fired 3 times 21 Guns from the lower Fort." "July 22nd. 1766," he notes "Brought up in the narrows the 'Guernsey', Governor Palliser. He brought with him Captain Shad. The Governor not being able to warp in within Chain Rock, deferred it till the morning when at Sun Rise the Fort saluted him with 15 Guns and the men of war with 13, he return'd in all 17." The Governor being a naval officer, the garrison seem to have been on their toes to emphasize the smartness with which the salutes were given or returned. "The Anniversary of His Majesty's Accession, Governor Palliser (at Sun Rise) dressed Ship. At 1 fired 21 Guns, which was repeated immediately after by the Garrisons. Captain MacDonald seems to have mistaken his time of firing

(Continued on Page 30)

FAVOURITES-OLD AND NEW

If you have a favourite poem or folk song you would like to see published, send it along.

THE SWORD OF CARBONEAR

By Leo E. F. English, M.B.E.

I sing the praise of former days and valiant men and true
Who came from England's storied shore across the ocean blue,
And one there was above them all a man who knew no fear,
Stout Captain Nicholas Peddle and his Sword of Carbonear.

As brown as English chestnuts his bright and mirthful eye,
A frame as tough as native oak so firm and strong and high.
An arm of tempered iron and a voice of jovial cheer,
Hung by his side the blade now called the Sword of Carbonear.

He fought in Monmouth's losing cause on Sedgemoor's fatal day,
Into Welsh mountain fastness our hero made his way,
By bloodhounds and by pressgang tracked in path and glades
and glen,
A match for spy and soldier was brave Captain Peddle then.

And ever still though good and ill his trusty sword swung free,
Forged at a friendly smithy in the old West Counterie.
The hilt was set left handed and the blade kept razor keen,
And many a foe left lying low knew its full force, I ween.

Aye, he had friends in Bristow Town who by him took their
stand,
They smuggled him on vessel bound outward to Newfoundland.
He built a home at Bristol's Hope and lived there many a year.
Now hearken how his sword became the sword of Carbonear.

'Twas sixteen hundred ninety six when dire disaster fell,
And o'er the hapless fisher folk there burst red fires of hell.
Then D'Iberville and Brouillon swore by the Fleur de Lys
To extirpate our British breed or force them in the sea.

From old Plaisance to Ferryland the fierce invaders came
While round Cape Race their fleet kept pace with ready guns
and flame.

At Petty Harbour and St. John's men died for England's sake,
On swept the foe in lethal blow with ruin in their wake.

From homes around Conception Bay were settlers forced to fly
As lines of blazing villages flared to the midnight sky.

But D'Iberville and Brouillon were checked in foul career
By British breed and valliant deed and Sword of Carbonear.

Upon that rugged rockbound isle the refugees found rest.
They mustered then itwo hundred men all better than the best.
Determined to the death were they to fight the foreign horde,
They chose as leader Peddle with the yet unconquered sword.

Full cautiously the foe approached and a'll defence surveyed
While women wept and children slept behind rock barricade.
The faithful sentries paced their rounds by night and open day,
"Fight on and no surrender, lads," they heard bold Peddle say.

The French withdrew for well they knew attack meant loss of
men.

They carried on their march of death and later came again
Now fully bent to drive the last defenders from our land,
But there'll always be an England for men of Peddle brand.

A futile parley first was made, then burst war's thunderous roar
Twixt heavy cannonade from ships and battery on the shore.
"Ware, lads, assault is coming," cried bold Peddle undismayed,
With that he drew his trusty sword and leaped the barricade.

As line of boats swiftly approached the single landing place
There fell upon that battle scene a silent breathing space.
One Frenchman leaped to rocky ledge, his leap was all in vain.
For Peddle smote with trenchant blade and clave his foe in
twoain.

Up from the rocky rampart then went lusty British cheer
Two hundred muskets levelled at the boats still drawing near.
And fro mthat deadly menace soon the Frenchmen turned away,
And in their ships sailed in all haste out o'er the icy bay.

Though centuries have come and gone still is the story told
How strong men fought for England's sake in those brave days
of old.

Held in high place in pride of race to Newfoundlanders dear
The name of Captain Peddle and his Sword of Carbonear.

All the Best Music
ON
RECORDS

HEAR THEM
AT

**DICKS
RECORD ROOM**

At the Sign of the Book

Water Street

St. John's

FIRE INSURANCE

Effect it with the old, reliable and prompt-paying
Company

**THE YORKSHIRE
INSURANCE COMPANY, LTD.**

LOSSES BY GAS, LIGHTNING AND FOREST FIRES
NOT EXCEPTED. Ask for rates before insuring else-
where. All information gladly given.

RYAN & CAULE

Barristers, Solicitors and Notary Public

AGENTS

Phone 5061

263 Duckworth St.

AN ARTILLERYMAN

(Continued from Page 28)

as all Forts usually fire at 12." Tiffin records with relish. "November 5th. Sailed the "Guernsey," Commodore Palisser, whom ye Fort saluted with 15 Guns; but he, meeting little wind in ye Narrows which baffled him a good Deal, did not return it." Only the strict Sabbath day observance of the service could cause an anniversary to be omitted, even for a day. "26th (October 1767), "Yesterday being the Anniversary of His Majesty's Accession to the throne, on Account of its being Sunday was celebrated this day—The "Guernsey" fired 21 Guns at 1 o'clock, followed by the like No. from the Fort after which His Excellency, gave a Dinner to the Officers."

The necessity of entering something in his diary made Tiffin a close observer of ship movements. Although the record is not complete, because he tears an occasional page out of the diary, it is worth noting that between 15th August 1765, when he arrives, and October 19th, 1769, when he embarked for England once more, he noted 29 different vessels as touching at St. John's. Some of these indeed returned again and again, in fact the colony was dependent on them for its regular communication with England. The "Guernsey," a ship of the line commanded by the Governor, Palisser, the Frigates "Pearl" and "Niger" and the armed schooner "Hope", to say nothing of the "Favourite," 16 seem to have been regular visitors to St. John's. Some of these warships were on patrol on the North Atlantic station, and a variety of armed shallops and sloops and cutters were also frequent callers. Merchant shipping was not so much in evidence. Tiffin is careful to note the first arrival. "1767 April 6th arrived the 1st vessel in this Harbour, a Brig from St. Ubes." A few days after came "4 Vessels from England." Tiffin mentions passages of 16 and 17 days from England as apparently something out of the ordinary. Ships from Waterford and from Poole are mentioned. Communications with other parts of Newfoundland were kept by the naval vessels, and St. John's seems to have been used as a base for operations on Labrador. In the summer of 1766 Lieutenant Engineer Beardsley and a party were carried in the "Niger" to "The Coast of Labrador, who erected a Block House on a Neck of Land there and which is this winter garrisoned by Lt. Waters and 20 men of the navy."

Less than might be expected is heard about the fishing. Tiffin notes on June 28th 1767. "The Capelin came on the Coast which are now made use of for bait in lieu of Lobster, Muscles, and Herring. Several Whales have lately (i.e. within these few days) been seen off the Harbour's Mouth, which they say always is the case before the Arrival of the Capelin." Otherwise the only mention of fishing that Tiffin makes while he is actually at St. John's is an incidental one.

September 15th (1768) "At 2 in the morning came in a prodigious hard Gale of wind. Wind about E and by S. The Storm continued the Wind going about to W.S.W. till about 4 when it abated and at 6 was quite over."

The old Church was blown down and carried about 50 Yards from where it stood, Several houses, Chimneys and Garden fences suffer'd much—a Vessel

Take home Ice Cream

for
family
fun.



drove ashore and beat to pieces; half the Crew perished. 2 Shallops lost and one of their Crews, etc., etc. Flakes and Stages blown down. 11 Vessels drove ashore at Bay of Bulls high and dry with numbers of Boats—170 men in Boats entirely lost in Conception and Trinity Bays and dayly Accounts arrive of Considerable Damages both by Land and Water sustain'd by People in different parts of the Land."

This is all that Tiffin has to say concerning fishing, though after his stay in St. John's, on his return passage, he does board a French fishing boat, the "Francoise" bound "For Honfleur with 14,000 Fish (grande conte) 1300 to the 1000."

By no means all the visitors to St. John's were voluntary ones. The navy kept up a constant patrol along the coast on the look out for smugglers and for infringers of the fur trade monopoly. "July 1st (1766)" notes Tiffin, "Came in the 'Hope' Schooner Lieutenant Stamford from the Grand Jervis in the Bay of Despair. He brought with him a Boston man whom he caught trading with ye French at St. Peters." Again he mentions that "About ye 7th (September 1767) Arrived a French ship taken by the 'Hope' off Port au Choix on Suspicion of being concern'd in the Fur Trade but after Examination proved to have no more than 6 Skins; She was however detained till the beginning of October when She was adjudged by the Court of Admiralty held here to be a lawful Prize but it appearing to the Governour to be a very hard case they contrived Matters so as to let the Master have the Vessel again for a mere Trifle and on the 11th of October she set Sail for Grenville. N.B. The Captain en Second took charge of her, the 1st refusing to have any concern with her."

It is not surprising that Tiffin, and probably most of the inhabitants of St. John's as well, looked out eagerly for the white sails of the first ship amongst the icebergs in April. Everything the colonists needed had to come from England, and that included new faces, always welcome in a small community. Tiffin may have thoughts of settling down in Newfoundland after his soldiering days were over. At all events he noted: "A cheap method of coming from England to St. John's, is to take the Packet at Southampton to Jersey 10s/6d., from thence go several Vessels to Conception Bay who will carry any one for £2 exclusive of his Stock, to St. John's nil. Point de Grave." The outgoing ships carried the garrison's letters to England. Tiffin records on November 4th 1766, "Wrote to my Sister, Captain Eyre and Mr. Randel by Mr. Parker, Mate of the 'Grenville,' Captain Cook; Surveyor." The Cook in question was of course the famous navigator, whose old Captain, Lord Hugh Paliser, at this time Governor of Newfoundland and Labrador. News from England was brought by incoming ships. "June 12th, (1769) Received an Account from my Mother's Death who departed this Life 3rd. May 1768." This poignant entry indicates more forcibly than any other how the colonists were cut off from the great world outside, and how keenly they must have looked for the coming spring and the first ships. Indeed it almost seems as if life stopped for Tiffin when the ice froze in the harbour. His last entry for 1768, for instance is 25th Nov. "9 a.m. sailed the Liverpool." . . . then a word or two in code. there is nothing more until the harbour is open once more on April 12th the following year. Nor for

that matter is there any indication that a page has been torn out, as elsewhere in the diary. Even more significant are the passages for the winter of 1766:

"Intereut Pecudes, stant circumfusa Pruinis Corporis magna Bourn."

"Gelidus concrevit frigore Sanguis,"

and then, with no apparent connection:

"Humanum est errare."

Passages in shorthand follow.

The ships from England brought good cheer; they were the carriers of the luxuries which the colonists could not procure elsewhere.

"I commissioned Mr. Davies," wrote Tiffin, "To buy for me . . . Sugar, some hung Beef . . . Tea and a Cheshire Cheese of about 50 lb. weight." It must be inferred from this passage that Tiffin was an abstemious man, as the times went, seeing that he does not order any wine, and much the same conclusion must be reached when we learn that he arrived in England with a case of 15 bottles, only eight of which were empty, after a voyage lasting nineteen days.

It has already been noticed that festivities sometimes followed a Royal anniversary. Thus on the anniversary of George III's accession: "The Governour this Night gave a Ball and Entertainment to the Garrison and Merchants at the Artillery Store Room over the Gateway of the Fort." Apart from occasional entertainments of this sort the inhabitants seem to have been thrown very much on their own resources for amusement. Shortly after he arrived Tiffin remarks: "Walked to Petty Harbour about 10 miles 3½ hours good Walk (Mr. Watts)." Mr. Watts was presumably his companion on the stroll. A little later on 25th January, 1766: "Mr. and Mrs. White, Lieutenant and Miss Figg, Ensign Freeman, Mr. Bollard, Cheque and myself walk'd to Torbay, 8 miles, dined at Mr. Chant's who is a d—d imposing R-s-c-l."

Of all his St. John's experiences the one which impressed Tiffin most and of which he has left the longest record was a hunting expedition in which he took part.

1766, "February 6th. Mr. Mouat, Bollard, Freeman and myself with 3 men more set out on an Expedition to hunt Deer. We went thro' Torbay and then coming into a Thick Wood where there was a great deal of Snow and no beaten Path we were obliged to make use of our Rackets. (Snowshoes) About 2 miles from Torbay we sat down to breakfast, then crossing Watts's Pond we continued our course up a small River till we came to Goss' Pond, this is about a mile long; and after travelling about 2 Miles further we arrived at the Deer Grounds i.e. a Place where some are seen about Spring and Fall. Here we set all hands to work, some to cut Fireing and the Rest to make a Hut or Wigwam, which we accomplished in little Better than an hour after which we supp'd and reposed ourselves upon the small Twigs of the Spruce and Pine, keeping a large fire all night and one man to watch and keep it up — intending the next day (Feb. 7th) to have gone in Search of our Game but as soon as Day appear'd very bad Weather coming on and not being able to find any Track we

* "Cattle are between, and the great bodies of oxen stand surrounded by hoar frost."

* The icy blood congeals with cold.

* It is human to go astray.

(Continued on Page 43)

QUESTIONNAIRE

The following Questionnaire is enclosed in the hope that readers will be able to answer it as fully as possible. Replies received will be catalogued and put into reference form and will, we are sure, be useful to anyone doing further research work about our outposts. We hope interested readers will in this way share with us in preserving what is of historic interest in our homeland. One does not have to be a professional writer to jot down the facts and incidents, but tell it in simple language, as, if necessary, it will be edited. We will be glad to publish information of general historic interest in a special section of the Quarterly, and if you participate in supplying this information you will be given credit in that section. Please use a separate sheet for your answers numbering the answers as in the questionnaire as this will facilitate collating of the information.

- (1) Name of settlement District or Bay
- (2) Do you know how settlement got its name?
- (3) Has its original name been changed? Yes/No
- (4) Was it changed to honour some person or event? If so, give particulars
- (5) When did first settlers arrive?
- (6) Are there any relics of first settlers, such as stoves, cooking utensils, old pictures, family tintypes, etc., dog irons, tools, copies of newspapers (not necessarily local) or magazines of the Nineteenth century or earlier?
Name the relics still available
- (7) In what state are they?
- (8) Are the old pictures, etc., available for inspection or for photostat copies to be made?
- (9) What was the name of the first settler and/or first family?
- (10) Are there any people of that name or direct descendants still there? Give names and any information they can give of their ancestors
- (11) Where did the first settler come from? (Be specific, if possible, not just England, Ireland, etc.)
- (12) Is there any stories of deserters from British, French or Nfld. ships staying there?
- (13) Are there any old residents still living there who can tell colourful or humorous stories of the settlement's first year?
- (14) Do you know of any such old stories? If so, will you write them down and make them available for preservation in the record?
- (15) Are any letters, records of original business firms or diaries, or anything of a literary nature in possession of present inhabitants?
- (16) Were there any men there noted for great feats of strength, for great catches of fish, or any other fact out of the ordinary, give details, if possible?
- (17) Were there any notable years—big catches of fish, any trouble with the French or with the Fishing Admirals?
- (18) Are any old recipes for cooking or for medicinal remedies still used there, any old pictures of important historical events?
- (19) Was shipbuilding carried on to any extent? If so, give names, tonnage, etc. of vessels and name of builder and owner?
- (20) What is oldest headstone in your community? Give name and date and any description?
- (21) Are there any with peculiar or odd inscription or referring to any tragedy which happened long ago? Give inscription in full with name mentioned?
- (22) Have any historic sites or monuments been erected? Give particulars
- (23) Do you know any old folklore or folksongs of the community? If so write what verses, etc., you are aware of
- (24) What is oldest building, church, business premises, etc? Give name and age of oldest inhabitant
- (25) In short, please send us everything you know or can find out about your settlement, especially as to its history, and important business and historical figures



Be sure to visit Simpsons-Sears New Retail Store

AT 369 WATER STREET, ST. JOHN'S

---IT'S AT SIMPSONS-SEARS

FOR YOUR SHOPPING
CONVENIENCE

18

NEW
RETAIL
DEPT.



Including — Housewares, Sporting Goods, Kitchenware, Lighting Fixtures, Hardware, T. V., Radio and Stereo, Auto Supplies and Accessories, Service Station, Furniture, Floor Coverings, Paints, Sewing Machine and Vacuum Stove, Washer and Freezer Dept., etc.

PLEASE CLIP AND USE THESE NEW
SIMPSON-SEARS TELEPHONE NOS.

Retail Store & Credit Dept.

5011

5012

5013

80200

Order Office

80203

80204

80205

80206

80207

80208

General Post Office

BOX 4500

YOUR GUIDE
TO SPECIAL
VALUES

**SUPER VALUE
SPECIALS**

SIMPSONS-SEARS

Notes From Early Harbour Grace Records

By (Mrs.) May Davis

Before commencing our notes of the 1800 period, it may be interesting to readers to learn that the Church of England parish at Harbour Grace prior to 1800 extended from Trinity and its neighborhood on one side to Harbour Main and Bell Island on the other. Old parish registers, bound in vellum, but faint with age are preserved at St. Paul's and contain much of interest. They abound with names many of which can only be found today in the records of the past, but they also furnish information to such families as Garland, Lilly, Davis, Parsons, Martin, Ash, etc., regarding those and their ancestors who were the earliest settlers in Harbour Grace. The names I have referred to are still to be found here.

The registers record baptisms of adults and children at Trinity, English Harbour, Bay de Verde, Carbonear, Hr. Grace North and South, Upper and Lower Island Cove, Bread and Cheese Cove, Harbour Main and Bell Island, commencing with the year 1775. One notes a high mortality of infants, and seldom does

one find a death of a person over sixty years of age. One man is "Said" to have died at the age of 101, according to an entry in the register. The entries prior to 1800 were made by Rev. Jas Balfour, M.A., (from 1775 to 1795,) and from that year by Rev. G. C. Jenner, (1795 to 1802).

As we continue with these notes, we shall find the names of Rev. Lewis Amadeus Anspach and Rev. Frederick H. Carrington. Mr. Anspach served the Church of England in this place from 1802 to 1813 when Rev. Mr. Carrington succeeded him, remaining here until 1818 when he moved to St. John's.

Our records are scanty, but we find that in 1800, there were two Ships rooms—one at Point of Beach and the other at Sheeps Head (Ships Head). There were two public wharves. One at the foot of what is now known as Victoria St. and the second near the foot of LeMarchant St., which was later given that name.

There were two Jersey rooms—Journiaux and Paine's and two churches, Church of England on Church Hill, now Cochran Street and the Methodist Church on Stretton's Hill.

The Jersey men commenced to retire from Conception Bay between 1790 and 1800.

A disastrous storm which caused the loss of 42 boats and skiffs at Bay de Verde is recorded on September 24th 1805. There is little of interest to write of until October 1st, 1806, when Surrogate Court was opened at Hr. Grace. Several cases involving land disputes were heard, and a case of Edward Todd vs. Capt. Hammond of the Country Lass re a voyage to New Brunswick was heard before Lieut. McKillop, Chas Garland, Wm. Lilly and L. A. Anspach. The latter was the Rev. L. A. Anspach previously referred to and who had been made a Justice of the Peace by the Governor, Admiral Gambier, in 1802. In 1810 he was created a surrogate as the following from Court records show. "Thursday, January 8th, 1810—This day Court was opened. The Rev. L. A. Anspach, his commission read."

One of the disputes heard at Surrogate Court of 1806 may have interest for Bay de Verde readers. It was that of Flynn vs. G. Cotter and Walsh re. a place called the Dock formerly used by Mr. White. It was decided that this place be left open and no building erected, also that the ground in possession of D. Flynn be left open and free and that Flynn's stage be removed to permit Cotter to bring his boat to the stage.

In 1806, Rev. Fr. Ewer came to Hr. Grace to minister to those of the Roman Catholic faith. Prior to that, a house had been burned at Hr. Grace because Mass had been said in it and one, George Tobin had been fined Ten Pounds for inflaming Roman Catholics against Protestants. Bishop Lambert visited here during Fr. Ewers pastorate and confirmed 400 children.

The name of James McBaire is found frequently in old records. He was a Scotsman who lived at Harbour Grace before he removed to St. John's. He sold his property to Denis McGrath at Hr. Grace in 1804. In 1793, his name was found among those requesting the erection of a new courthouse. It is believed that he had been brought up in close contact with the fish industry for he was the prime mover in starting the Merchants' Society in 1806 and also started the cull and stabilization of the fish trade.

In 1811, Ships Rooms were abolished in Conception Bay and at St. John's. These places were sold by auction and permission was given to erect permanent stores. It was likely then that Joseph Soper and Ridley started their business here.

On September 7th, 1810, news was received that Capt. Parsons of Harbour



SHOP IN PERSON, BY PHONE, OR MAIL ORDER AT
YOUR HOUSE FOR VALUE IN NEWFOUNDLAND
WHERE SATISFACTION IS GUARANTEED OR MONEY
REFUNDED.



WATER ST.

ST. JOHN'S

Grace, who had been taken to France as a prisoner in the sloop *Venter*, some time previously, had escaped from France and was at Teignmouth, England.

In 1811, a mutual Insurance Club was formed with 25 members. A note would lead one to believe that this club was started "In the worst year ever." Several insolvencies of firms are recorded, which would substantiate the belief that 1811 was a bad year.

In June 1813, "H.M.S. *Bellerephon*" epidemic at Harbour Grace and parts of Conception Bay, and we find that 1811 was the year that Devil's Cove was renamed Jobs Cove following a petition signed by 18 names including such as Johnston and English.

On January 13th the death of Dr. Burrows is recorded. He died at Adam's Cove. His death and that of Darby Hartery are registered in the St. Paul's Church books. Later that year, Joseph Innott informed the public that he had fitted up the house previously occupied by Darby Hartery for guests. (Retreat Cottage).

In June 1813, "H.M.S. *Bellerephon*" left Torbay, England, with 45 sail of vessels for St. John's.

On August 26th Rev. Frederick Hamilton Carrington, B.A. Oxford, gave notice that "he would take into his house which was pleasantly situated in proximity to the church, six young gentlemen to instruct in English and Latin, etc. Charge to be 100 guineas and entrance fee 10 guineas."

Rev. F. H. Carrington ministered to the spiritual welfare of the Bay until 1818. He also acted as Magistrate. The first wooden church was enlarged here during his pastorate but was burned a few months later. He was the first married

clergyman at Harbour Grace and was greatly beloved.

At Carbonear on November 15th, 1813, the partnerships of Robert Fryer with George Blackler was dissolved and a partnership of Pack & Fryer, Carbonear, and Fryer & Pack, Poole, was made. Also at Carbonear on December 23rd of the year 1813, John Tanner, master fisherman retired and left for England.

There is little recorded of events in 1814. A partnership was formed between George Blackler and Robert Cranford at Bay Roberts.

Mrs. Wollop, wife of Capt. Wollop of "H.M.S. *Fennelles*" died at Harbour Grace on June 8th.

August 11th, Debts of Alfred Mayne are offered for sale and on December 22nd Sam Thomas, Colin Stevenson, Jas Williams & Co are declared insolvent. "Their premises held under lease from Oliver St. John's for 19 years, 1813, annual rent Seventy Pounds excellent water side, also cooorage shop and cook room dwelling house which is nearly completed (42 x 30), also shop and counting house." Thomas & Stevenson were also interested in various places in St. John's.

In 1815 William Lilly, chief magistrate and collector of Customs, died at Harbour Grace aged 80 years.

Died at Harbour Grace, Richard Palmer, aged 44 and at Brigus, Wm. Norman November 9th. Debts of Benjamin Lester, Nfld and Labrador for sale November 30th; Munn, Stuart, Ferryland dissolved partnership November 20th; John Hill & Co., Conception Bay, debts for sale November 20th; John Hill & Co., Conception Bay, debts for sale; Martin Byrne, Insolvent. Oliver St. John Administrator.

(To be continued)

Autumn

The winds are sighing in the trees,
Like music for the falling leaves.
Swirling high, o'er fields and lanes,
To rest in sheltered nooks again.
With mother-earth to share her bed
The leaves, in Autumn tints are spread.

—MARTHA E. BUTLER.

New All-Electric Copy Maker!



Exclusive dry process eliminates chemicals; negatives. You make copies when you need them in just 4 seconds. New All-Electric machine.

Call for a demonstration



Distributed by

ASKA SALES LTD.

38 Prescott Street,
St. John's

Phones:

2079 - 5725 - 7800

We Welcome Your Enquiries

It Pays to Remember...

Templeton's

for

WALL PAPERS AND PAINTS

THE BLIZZARD

By (Mrs.) ELIZABETH KERR

(Winner of Short Story Award, Arts and Letters Contest)

Doctor John Fraser drowsed beside the fire after a long night's vigilance at the bedside of a very sick man. His work was very difficult as he had a very large territory to cover and all of it was in a new part of the country where roads were merely slashes through the timber and where houses were largely log huts set in tiny clearings. He had come to this new land to gain experience for the fancy city practice he hoped to establish after a few years of general work where his newness and inexperience did not matter so much. The winter had been a cruel one, with much deep snow, many blizzards and cold that frequently dropped away below zero. People depended so much on him that he didn't have much chance to spare himself or his horses and it was a rare occasion when he could just sit and muse.

His meditation was interrupted by a hammering on his door and on opening it he found a girl of twenty standing there, her breath coming in gasps and her face flushed with running through the snow.

"Oh Doctor Fraser," she gasped, "Something dreadful has happened to Mother. Will you please come quickly. I'm Julie Adams and we live just over on the Seventh Line, second house from the corner on the right hand side. I'll hurry back because there is only my sister with her now but you'll come quickly won't you Doctor?"

"Of course I'll come Miss Adams. I'll probably be there as soon as you are because my horses are still harnessed and it won't take me more than a minute to hitch them up."

In minutes Dr. John, bundled up in his fur coat and wearing his fur cap and gauntlets guided the still steaming team out onto the road and headed in the direction of his patient. What was the use making plans for a rest or a good night's sleep. A doctor's life was not his own. Now this case for example. Possibly the mother had an attack of stomach ache and the daughters were frightened by it. Seems he had heard of this family; the father had died before he came to the island chiefly because there was no doctor available to treat him. Fear had probably prompted the girl to hurry for the doctor when all that was needed was a dose of something to fix the indigestion. Oh well, he need not stay long and perhaps that night's sleep might be his after all.

A hasty examination of the patient disclosed that it was not a simple matter. As a matter of fact it appeared to be a serious matter that required surgery and he was not equipped for that. The only possible course of action was to convey the patient to the out-post hospital on the mainland where competent help was available and where the equipment he needed might be had. It was twenty-five miles to the hospital and it was getting on for evening but there was no possibility that they could wait until morning.

"Miss Adams," said the doctor to the white faced girl who stood across the bed from him, "I'm afraid this situation requires more than I can do alone."

"Oh Doctor, my sister and I will do anything we can to help."

"No it isn't that. I fear your mother requires an operation as quickly as we can arrange it. I haven't all the instruments I need for such an operation and the only place they can be had is over at the hospital on the mainland. We shall have to bundle your mother into the sleigh, wrap her as warmly as we can and drive as fast as we can to get her there. I suppose you have stones in the oven heating for your beds tonight."

"Oh yes, Doctor," replied the terror stricken girl, "we have stones in the oven."

"Well then the battle is half won," replied the doctor, seeking to allay her fears. "We shall need all you have and all the furs and blankets you can provide. We must keep your mother warm and keep you warm as well. It's very cold out tonight and there is quite a wind so you'll need much more than usual. Now you young ladies get your mother bundled up while I get the team ready for the trip. We'll have to carry her out when you're ready."

Five minutes later the mother was settled onto a bed of straw, packed in with hot stones and wrapped in blankets, furs and everything else for her comfort. The young ladies in their fur coats and also wrapped in blankets took up their vigil beside the prone body of their mother and Doctor John started the horses. The wind had not dropped with the setting of the sun and snow whipped up into their faces as they drove along. The horses plodded steadily along, up hill and down dale, responding to John's spoken word and the guidance of his steady hand on the reins. At last they came to the cross road that led across the island and John stopped the team for a breather and

(Continued on Page 37)

Cross's
FOR VALUE

IMPORTERS OF

Dry Goods, Men's, Women's & Children's
Wearing Apparel, Footwear, Household
Goods, Infants' Wear, Notions, Etc.

Cross & Co Ltd

TWO STORES

216 - 220 Duckworth Street — Dial 3257
109 - 111 (Top) Long's Hill — Dial 4342

jumped off the sleigh, stamped his feet and waved his arms about to restore circulation.

After hours of hard travel, just before daybreak they came to a substantial clearing on the shore. Here lived the O'Briens and from here led the tree-marked trail across the ice to the mainland. With his own horses nearly spent there was nothing to do but awaken the O'Briens and borrow fresh horses for the perilous trip across the ice. Meantime his own horses could stand in the warm barn and be refreshed for the trip back to their home. The Doctor soon awakened Michael O'Brien and he made haste to dress and finally opened the door and invited the girls to come into the house while they changed horses and prepared for the balance of the trip to the hospital.

"Sure and it's tired and half frozen ye must be me darlings. Bridget, hustle up the fire and warm these young ladies. Now Doctor lets get my team harnessed up and put yours into the stable. They look ready to drop. Sure and my horses are only eating their heads off standing in the barn and the trip will do them good. 'Tis five miles across but it's the coldest, windiest five miles you'll ever travel. Just a word of advice. Give the horses their heads. They'll find their way even when you can't see the road for the swirling snow. Now, I'll finish hitching up. You go over to the house and have Bridget give you a glass of hot potsheen. 'Tis made from a recipe she brought from Ireland and it warms the very heart of a man."

The Doctor returned in a few moments and found the team hitched to the sleigh and ready to move.

"That's wonderful medicine your wife makes Mr. O'Brien. She gave each of the girls a dose and they promptly went to sleep. I am just as glad. I hope you won't mind keeping them here until I return. I should be back early this afternoon."

"Sure and we'll be happy to look after the darlings. Just remember what I said Doctor about giving the horses their heads once you get out on the ice."

O'Brien made his way quickly to the house while John slapped the reins across the horse's rumps and they moved off towards the shore. After an hour through such biting cold that his hands could not feel the reins and that part of his face that was not covered with his cap was encrusted with ice, they reached the mainland and in the early morning light they drove to the hospital.

By ten o'clock the operation was over and barring something unforeseen Mrs. Adams would recover. The other doctors persuaded John to lie down before starting back across the ice.

"Why man, you're out on your fet. No sleep last night and an all-night's drive through the cold. Of course you'll have a sleep before you start back. Sure we'll awaken you at whatever time you want to be awakened but sleep is a must. Now be a good patient and get into bed."

Dr. John was awakened at three o'clock and after making sure Mrs. Adams was alright he left for the livery stable where they had taken his team. The blizzard had pretty well blown itself out but there was still a strong wind and once on the ice the snow would be blown into his face so seeing would be difficult. The horses, seeming to know they were headed for home and their warm stable shook their heads and

trotted out onto the ice. In the biting cold John dozed and awakened with a start, sure that the horses had strayed from the marked trail. Try as he would he could not see the little spruce trees set into the ice and fear gripped his heart. Surely the road lay off there to the right. Frantically he jerked the reins and the team swerved to the right in answer to his summons.

They travelled only a few rods and then stopped. Frantically Doctor John urged them on. Desperately he strained his eyes in an effort to see the shore or to spot the wavering line of little trees. All was whiteness and the biting cold at times froze his eyelids shut. The faithful horses followed the directions given to them by shouted word and drawn rein. Nervously, seeming to have absorbed some of the panic of the driver they minced their way along, now this way, now that apparently as unaware of their position as John now was.

Suddenly there was an ominous crackling of the ice and water appeared on the surface around the feet of the horses. John shouted a command and the now thoroughly frightened horses attempted to leap ahead, the water now up to their knees, now to their bellies and the sleigh sinking steadily and pulling them down. John leaped from the sleigh, fought his way through the water to solid ice and dashed around to the front of the horses and grasped their bridles. He strove to pull them out bodily while the beasts beat the water with their feet and tried to clamber out. The sleigh sank out of sight and despite his hold on the bridles the team had only their heads out of the water.

It was a losing battle from the start. John had been soaked to the skin in his struggle to get onto solid ice and the biting cold soon froze his clothing until it was almost impossible to move. His hands became so numbed that he could no longer grasp the bridles and reluctantly he was forced to release his hold and stand there powerless while the weight of the sleigh pulled the horses down until one and then the other fine head disappeared below the surface of the icy water.

(Continued on Page 38)

BOOKS WANTED

Back Issues of the

NEWFOUNDLAND QUARTERLY

Anyone having any or all of the issues of The "Newfoundland Quarterly" dated from July, 1901, Vol. 1, No. 1 to Dec. 1905, Vol. 4, No. 3 is asked to communicate with the Editor. We would also be interested in any issues up to 1949. Write

THE NEWFOUNDLAND QUARTERLY

P. O. Box E-5419

THE BLIZZARD

(Continued from Page 37)

The wind abated for a moment and there, just ahead a bare two hundred yards was the shore of the island and off to the left, perhaps a quarter of a mile away was the clearing and the buildings of the O'Brien place. Then the snow swirled in again and everything was blotted out again. Fear gripped John's heart. He would freeze to death before he would reach the shore and the shelter of the house. Movement was so hampered by the stiffly frozen clothing that walking was almost impossible. He fell and struggled to his feet, now unsure of his direction and attempted to force his legs to obey his mind. The cold seeped into his body and so slowed his mental process that he began to wonder if it was worth all the effort he was putting into the struggle. Again he fell and found it much more comfortable to just lie there than to struggle to his feet. How foolish to tire himself out when he could rest and regain his strength to continue the journey to the shore.

Meanwhile, in the O'Brien house there was great excitement. Julia had been searching the ice for signs of the returning team and was sure she had caught a glimpse of them during a lull in the storm.

"Oh Mr. O'Brien, I'm sure I saw them out there about half a mile from the shore. They did not seem to be following the line of markers but were off to the left. Then the wind whipped up the snow again and I lost sight of them. Now it's clear again and they are not in sight. Oh do you suppose they have lost their way and are trying to come ashore somewhere along the shore?"

"Perhaps you saw them and perhaps you didn't but if you are sure in your own mind then there is only one thing to do. Wrap yourself up in your warmest clothes and put a blanket over your head else you'll freeze before you travel far. Just a minute until I get a drink of this hot toddy and we'll go down to the shore and see if your eyes were playing you tricks."

Holding Julia by the arm Michael led the way against the whipping wind and headed for the ice. Just as they reached the ice there was a lull in the wind and they discerned a figure staggering toward them. He fell and did not rise again. Julia raced across the ice toward him and Michael followed as fast as his years would permit. When he reached the fallen figure Julia was on her knees beside the prostrate man.

"Oh Mr. O'Brien it's the doctor alright and he's frozen stiff. What shall we do? There is no sign of the horses so they must have run away or fallen through a hole in the ice. This man must be alive for I saw him walking just a minute ago. Oh what shall we do?"

O'Brien tugged the fallen man to his feet. Then he slapped him, punched him and shook him violently.

"Come now man, snap yourself out of it. Waken up man or it's dead you'll be in a very few minutes. Get on the other side Julia and try to get his arm around your neck and we'll drag him along if he can't walk. It's more alive he'll be after Bridget gets through with him but it's dead he'll be unless we get him along


to the house soon. The good Lord only knows how they got off the trail but that's what happened. Must have hit an air hole in the ice and the team dropped through. I hope we can lug this fellow along faster than we're doing or 'twill be too late."

Once inside the door Bridget took command.

"Oh the poor man," she said as they dragged his unconscious body across the floor to the stove. "He's more dead than alive and it will be God's mercy if we can bring him back. Thank the Lord you young ladies are here with your warm young bodies or we'd never do it. Now me fine ones, there's a man's life at stake so it's no time to be putting on airs or being prudish or a coward. We'll save time if ye all do as I bid ye and no fooling about it."

"Michael, bring the kettle and pour water over these frozen buttons so I can get him undressed. Now Miss Julia and you Elsie, strip off your clothes, every pick of them and stand as close to the stove as you dare so as not to burn the hide off ye. Get close enough to fair cook yer flesh because the only thing that will save him is heat and all the heat we can give him. Now never mind old Michael. Sure and he's seen dozens of bare bodies and he's past the age when a new one interests him."

"Turn the bed right down to the foot Michael cause it's a stiff body we have to put into it without bending. Then run up the stairs and bring down all the blankets that's there and pile them on chairs beside the stove. Come me fine ladies, make haste with yer disrobing. I'll have this poor lad ready for the



DISCOVER
THE
REAL BEAUTY
OF YOUR
HOME!

BUY
IMPORTED
**DUTCH
BULBS**
NOW!

We stock only
**Exhibition Size
Bulbs**
and our prices
are lower for
the quality Bulbs
we sell
**TULIPS
DAFFODILS
HYACINTHS
ETC.**

Write for Catalogue
and Booklets

GAZE SEED CO.
410 WATER STREET
PHONE 4328 ST. JOHN'S

THE BLIZZARD

bed in a minute and I want you to be hot when I do. Close yer eyes my fair ones if you don't want to see a man with his clothes off. Now Michael take his feet and I'll take his head and we'll carry him to the bed."

"Miss Julia, come rushing to the bed now and push yer back tight into the doctor, just as tight as ye can get. Elsie, come on me lass and hop into the bed on the other side and crowd in tight. Now pull the clothes up over them Michael. Pile on the blankets and keep any heat there is in. Now then Miss Julia just as soon as yer back gets cold, you jump out of bed and run around to tuther side and Elsie you do the same. Sure he's cold, cold with the finger of death fair touching him."

Bridget stirred the fire and added fresh wood. Then turning to Michael she said:

"Run up the stairs again me lad and bring down that demijohn of special potsheen I've been saving. When ye come down again put a big kettle of water to heat. We're going to need plenty of hot toddy to pour into these young ladies to keep up the heat in their bodies and if he comes back to life we'll need plenty more to keep the spark alive."

The fight went on. Michael handed cups of hot grog to the girls each time they changed position and took an occasional swig himself when Bridget wasn't looking. After what seemed hours a slight moan escaped from John's lips and if it was a signal both girls leaped from the bed and headed for their clothes. This brought a shout from Bridget and there followed a terrible harangue.

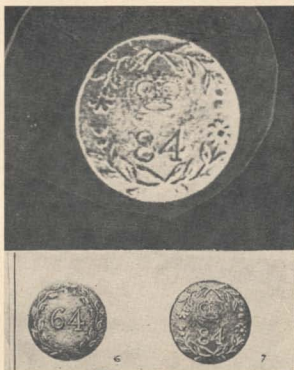
"Back into bed me hearties and there ye'll stay until I tell you to get up if I have to stand over ye with a club. He's far from being thawed out yet even if his color is beginning to change a wee bit. Shame on ye trying to shirk a job when it's only half done and the man is far from being out of danger. Give them another drink of the precious liquid Michael and let's have no more nonsense about ye."

Night had fallen and the candles were making long shadows before Bridget would permit the girls to leave the bed and get back into their clothes. The doctor had stirred and frightened them but they feared the wrath of Bridget and stayed at their posts. Finally John opened his eyes and surveyed the scene around him.

"I must have been dreaming," he said sleepily. "I dreamed I was in Heaven or some such place and was surrounded by angels who were keeping me warm with their wings."

"Sure and ye were closer to the pearly gates than ye'll ever be again before they really open for ye for the last time. It is a merciful thing that Miss Julia saw yet out on the ice before the cold and frost bit any deeper into ye or we would never have been able to bring ye back. Now take another drink of this special potsheen and go back to sleep. Anything ye have to say can wait until the morning."

Julia had felt a blush mounting into her face as Bridget began the story about how he had been saved but in her heart thanked the older woman for sparing her. Oh well, all must be well with her mother or the doctor would not have returned. Tomorrow she would hear the full story but tonight she'd sleep and dream, oh such wonderful dreams.



Emblems of 84th Regiment referred to in "When Canada Helped Save the Empire," March 1960, issue.

A PRACTICAL XMAS GIFT

for Relatives and Friends Abroad

THE NEWFOUNDLAND QUARTERLY

Abounding in Interesting Articles and Stories about Newfoundland and Newfoundlanders.

Fully Illustrated

To Newfoundlanders Abroad it will come like the smell of caplin scull weather with the salty tang of the Ocean.

Subscription Rates

Canada	\$1.00 a year
U.S.A. and Foreign	\$1.25 a year

P. O. BOX E-5419

ST. JOHN'S

A Trip Up the Coast of Labrador

By Dorothy M. Jupp

Stories of the Labrador as told by Miss Dorothy M. Jupp, a nurse at the Moravian Mission there —Ed.

At last the heavy fog, which had persisted all the morning, lifted and our boat started out to Cape Charles, about 15 miles away. Sitting at the back of the engine house, and watching the land and harbour we had left, slowly recede under our 7 knot speed, one meditates, and ponders as rocks and shoals, pine trees, and new growth slip by. There are many fascinating things to see, and to wonder about: the glistening rocks, and cliffs, and the strata running all ways—vertical, horizontal, and oblique. What great upheaval caused these rocks to assume such queer lines? It almost looks as if, at some early date in the world's history, a gigantic earthquake had thrown down the cliffs, and another even greater quake had lifted them up again, and the dust and erosion of ages had settled in between the cracks, and on the ledges. What makes a clump of pine trees grow alone on a cliff, and all around just barren rock, jagged, and uninviting? How many years did the seas' power take, to cut that hole in the jutting cliff, a hole big enough to sail a boat through at high tide. What strange element is causing the water to recede from the coast line at the rate of an inch or so a year?

On past the shore line, the boat rising and falling over the small ripples caused by an incoming wind; the sun warms one's face and hands and feet, but in the wind it is very cold indeed. The sun sparkles and glitters in the water like so many diamonds, and precious stones, and then, around the point we see an iceberg which has "foundered" and broken up into small pieces, floating around in the little cove, beyond which we see the distant hills, and over them the fog, still clinging in wreaths and wisps. Away to the north-east, the hills and mountains behind Lewis Bay, and Alexis Bay turn a dark blue; the Islands nearer stand out in sharp relief, and as we pass Duck Island, the loud echo of our boat engine startles the ducks on the land, and they rise, scolding and chattering, only to land again quickly, and continue their all important work of nesting, and endless search for food among the green

moss, and feasting on the unwary caplin around the shore.

So out into the Bay, where there is more of a swell, and the boat rises rhythmically; now our Harbour is a good five miles behind us, and is already encased in a thin mist, as a light easterly wind wafts in the fog. On the land, either side of us, are markers set up by a survey party of the year before, and above them are cairns of stones, (which, I am told mark good fishing grounds) which are on the highest point possible.

Kyer's Cove point looms up on our bow, it juts out into the water, and is a dangerous place, especially on a dark night, and in a storm; but today, the water is calm, and there is only a "wash" over the submerged rocks. Now westward, up along the shore towards the "Run," but we skirt this, by running through Nimrod Tickle, where the narrowness of the channel makes our engine sound unusually loud. Assizes Harbour is on our right — a safe Harbour in any storm, and to our left Hare Island which boasts a small, lonely lighthouse, always unattended, but very friendly to a skipper passing through the "Run" at night. The air is distinctly colder, as the fog gets thicker, and the sun goes behind the clouds and the wind increases. Dumping Island is left behind, and soon we pass the partly sunken trees, which mark the ship's channel through the "Run".

Now, to the left, the houses of Indian Cove stand out against the hill behind them, and away from there, on another hill beyond the settlement, a small peaceful looking spot, quiet, and white-fenced, marking the resting places of many who have fished in these waters in the past, and cruised its surface. Ahead of us, the waters of the "Straits of Belle Isle, dark and forbidding under a blanket of fog." Suddenly the black, gaunt rock, of Cape St. Charles looms up in the fog, and we find ourselves running between wicked looking shoals; the wind and tide takes us nearer the shoals and rocks than we care to be, and there is a jarring, and grating sound as the keel raps along a hidden ledge of rock, however, all seems to be well and soon we run into Will's Tickle, our first port of call which is at the other side of the Cape. Boats are everywhere, some full of ice, some

(Continued on Page 41)

More Power For YOU In 1960



- INTERNATIONAL HARVESTER CRAWLER AND WHEEL TRACTORS—POWER UNITS
- RAMSET FASTENERS
- GALLON ROAD GRADERS AND ROLLERS
- MASTER PORTABLE HEATERS
- DROTT LOADERS
- LORAIN POWER SHOVELS AND CRANES
- ANGUS AIR HOSE
- HOUGH PAYLOADERS
- PARKER ROCK PLANTS
- GRADALL EXCAVATORS
- SCOTT-ATWATER MOTORS
- ONAN ELECTRIC PLANTS—GENERATORS
- STRATOFLEX COUPLINGS
- DONALD WIRE ROPES AND SCREENS
- GARDNER-DENVER AIR COMPRESSORS-DRILLS
- MONARCH PUMPS
- McCULLOCH POWER CHAIN SAWS

FOR SALES & SERVICE

HARVEY & CO., LTD.

Construction Equipment Division

LeMarchant Rd. St. John's
Herald Avenue Corner Brook
T. C. Highroad Grand Falls

empty, and as far as we can see, the salmon fishery has been a failure. We scramble ashore, and try to keep our footing, as, slipping and sliding over the "flakes," and going through the shed where the floor is covered with the heads and tails, and other remains of salmon, we make our way to the first house on the shore. There we are greeted by a young mother, with two small children; a lunch of tea and bread and butter, and some fruit is got ready for us as we discuss questions of mutual interest. Hanging over the table, is an ancient, and old-fashioned lamp; weird and wonderfully made; a china bowl, and a burner of some kind of metal—it might have been bronze or brass at one time—the shade consists of many stripes of very thin glass, which tinkle as the breeze knocks them together. The hanger is made of cleverly fashioned wrought iron work, with many curls, and spirals. On the walls are pictures of past years; Grandfather, when he was a boy; a regimental group of the first world war; a serious and severe family group around father; and, in a place of honour, a four foot, by two, of the R.M.S. "Queen Mary" cutting through the water at full speed. Here, and there baptismal certificates; death notices; texts and calendars, and a copy of the Loyal Orange Lodge poster. The whole house has a feeling of ancient history. Resting in a rack near the ceiling, is an old gun of the "blunderbus" type, with a most complicated lock and trigger, and a double barrel; next door to it rest a modern .22 rifle, which, says its owner, is not nearly so good as the old one.

So, dodging around from one house to another, the whole settlement is visited, while the fog slowly but surely descends on us; medical problems are discussed and settled, or advice given; social and political questions discussed over endless cups of tea; a meal or two of fish and salmon brought for us to take home; small gardens, complete with struggling plants looked at, and commented on; advice asked for, and given about grubs on tiny cabbage plants, and at about 7 p.m. we start on our homeward way.

The fog is much thicker now, and lower on the water, and it is much colder and the wind is still freshening. So back the way we came, into the sunset, and as we turn into Kyr's Cove again, we see ahead, the outline of the harbour, and home; up there, there seems to be no fog at all; the hills are blue, and clear; the sky is

a soft yellow colour over the sun, pale blue overhead, and behind us the ever deepening blue of the approaching dusk; nearby, the islands and hills seem to merge into one another with the fog wreaths around them; away, out to sea an iceberg seems to be sitting in the sky, as the fog covers its base, and the little white houses of Fox Harbour assumes queer shapes in the enveloping fog.

Duck Island is now left behind, the water is flat and calm, and the fog also left behind; the air becomes warmer; soon we enter the quiet of the Harbour, and tie up to the familiar wharf. Looking back, we see that the Bay is fast being blotted out, and we feel relieved to know that we have got ahead of the fog.

DEVELOPMENT PROGRESSES IN LABRADOR

Considerable progress has been made with regard to the initial development of 120,000 horsepower at Twin Falls, Labrador. The engineers of the Shawinigan Engineering Company Limited have completed the main engineering studies and the major aspects of their design have been approved. A good deal of preliminary construction work has also been accomplished. Construction camps have been built, the access roads improved, a 220-foot steel bridge spanning the Unknown River is expected to be completed this month. The preliminary work on the construction of the dams, intake structures and powerhouse has been started and the clearing of land for the transmission line is well under way. Over 500 men are working on the project, the majority from Newfoundland.

This preliminary construction work is being done by McNamara Construction of Newfoundland Limited and The Shawinigan Engineering Company Limited. Orders for all the major equipment — turbines, generators, transformers, etc.—have already been placed.



**CARL WINSOR
INSURANCE**
179 Water Street

FOR ALL YOUR INSURANCE NEEDS...



• FIRE INSURANCE



• AUTO INSURANCE



• THEFT INSURANCE

Nobody needs to be persuaded as to the value of INSURANCE coverage—the only questions are what to buy and how much.

That is where we come in—our agents are fully competent to study your personal and business insurance needs. We can help you to plan your insurance for maximum protection at minimum cost.

LET US STUDY YOUR INSURANCE NEEDS TO-DAY. This is a FREE service that can save you money. See us soon.

WE ALSO INSURE—

- MARINE CARGOES
- PLATE GLASS
- BONDS, Etc.
- ACCIDENTS

HARVEY'S INSURANCE AGENCIES

LIMITED

DIAL 2151

WATER STREET ST. JOHN'S



AN EASY SOLUTION

to your

CHRISTMAS GIFT PROBLEM

It is always hard to decide what to send to Friends away from Home. Here is a simple solution to that Problem . . .

SEND A SUBSCRIPTION

to the

NEWFOUNDLAND QUARTERLY

It will remind them of Home and keep them in touch with the Homeland.

WE WILL SEND

A special XMAS CARD notifying them that this is your way of remembering them throughout the year.

•

Every issue is fully illustrated and all articles and stories are written by and for Newfoundlanders.

•

Just send us your list of names and addresses and we will place them on our mailing list to begin with the Xmas Edition.

•

SUBSCRIPTION RATES

Canada	\$1.00 a year
U.S.A. and Foreign	\$1.25 a year

P. O. BOX E-5419 ST. JOHN'S NFLD.



FOR ALL KINDS OF COAL—
HARD, SLACK, SOFT AND
BUNKER TYPE, WE ARE
THE PEOPLE TO SEE.

We Specialize in . . .

Supplying Institutions,
Ships and Industry
In addition to filling the
smallest order from the
Householders of
Newfoundland



A. HARVEY &
COMPANY LTD.

"HEAT
HEADQUARTERS"
WATER STREET ST. JOHN'S

SEE US FOR YOUR

CROCKERY and GLASSWARE

REQUIREMENTS

**CUPS and SAUCERS—TEA SETS
DINNER SETS****WATER SETS—BERRY SETS****S. O. STEELE & SONS
LIMITED**

DIAL 6392

WATER STREET EAST

**PREST-O-LITE
BATTERIES**

NEED WATER ONLY 3 TIMES A YEAR

GUARANTEE :

The battery with the 30-month guarantee or
30,000 miles for private car use.
Guaranteed for commercial vehicles,
15,000 miles

Distributor for Newfoundland

GROUCHY'S

LEMARCHANT ROAD, ST. JOHN'S

DIAL 5433

P. O. BOX 448

NIGHT OR HOLIDAYS PHONE 2838 or 3446

**GEO. SUMMERS
& SONS**

WATER STREET EAST

GENERAL TRUCKING

We are equipped to handle all kinds of

Heavy Machinery

AT YOUR SERVICE AT ANY TIME**AN ARTILLERYMAN**

(Continued from Page 31)

determin'd to return home and take some more favourable Opportunity, we arrived at St. John's in the Ev'ning."

"On our way home we saw in full Perfection what they here term the Silver Thaw which is no other than the Sleet in a drift, lodging upon the small Branches of the Trees — Brush and collecting in a Watery Body, before it has time to fall, freezes; and forms a Crust, much like Chrystals round the small Branches which affords a wonderfully pleasing Prospect to the Eye."

N.B. Every man carried on this Expedition.

4lb Piece of Pork, 4 lb Biscuit, Bottle of Rum, Spoon Knife & Fork, Pair of Racketts, Fuzil & Ammunition, A Hatchet, Dram Bottle, Buskins, Creepers, Skates, Powderhorn, Shot Bag, Pr. Shoes, Stockings, Breeches, Waistcoat, Shirt, Cap, Pipe and Tobacco, Knapsack, Etc. Etc. Besides a Kettle Bow and Can for the whole.

It is not to be expected that someone so circumspect as Tiffin, who cut out pages of his diary lest they incriminate him, would have much to say about his superior officers. "Arrived the Antelope" Captain Gayton," he notes on one occasion, "With Governor Byron, who read his Commission in the Commanding Officer's Quarter in Fort William, not on the Parade as heretofore. The Garrison were not under Arms to receive them, neither was he saluted on entering or leaving the Fort, which it seems was the Custom, i.e. on his entering. He also read it at the Court House where he was sworn to — by Mr. Justice Gill." No doubt life in garrison at Fort William could be just as irritating as elsewhere. Signs of impatience with his commanding officer in the passage quoted above: "Captain MacDonald seems to have mistaken his time of firing, as all Forts usually fire at 12." Whether the fact that he "Began to diet at Mr. Nicholas Gill's" "in August 1767, instead of (presumably) eating in mess is significant for this purpose, is difficult to say. At all events Tiffin left St. John's, on board the Frigate "Niger" carrying with him the belongings he had used during the stay in the colony, they included: "A Cot, 3 Blankets, and a Quilt, Pillow and Mattress—a Case of 15 Bottles (7 full)—A Box with a new Witch Hazel Bedstead, Vallin, Pair of Shoes."

He was besides the carrier of a large post-bag from the colony. It included, besides what were apparently despatches, a dozen letters from people in Newfoundland to friends in England.

Once back in Woolwich, Tiffin took care not to be reposted to St. John's, but as he accepted Halifax instead, turning down Pensacola, as his next posting, it may be inferred that it was perhaps Captain MacDonald's Highland temper, rather than anything concerned with the colony, that had determined him not to go back.

"The source of this Article is
* "The Journal of Fireworker William Tiffin R. A. 24th March 1762 . . . M S 53A, Royal Artillery Institute, Woolwich." The writer would like to record his indebtedness to the secretary of the Institute for allowing him to make use of the MS."

For your Christmas Gift Problem
—a subscription to—
THE NEWFOUNDLAND QUARTERLY

GROCERS!

For all your GROCERY and
PROVISION needs write to

T & M WINTER
LIMITED

Duckworth Street

St. John's



MUNN'S

Newfoundland
Medicinal Non-freezing

COD LIVER OIL

Largest Manufacturers of

Cod Liver Oil in Newfoundland

Also large producers of

Tanked Cod Oil

for Industrial Purposes

WRITE FOR LOWEST PRICES

W. A. MUNN & CO., LTD.

"MARK EVERY PLOT"

*Through
countless
generations*



WITH
MARBLE
THE SACRED
MEMORY
STONE

Carved
and Lettered
by

Skinner's Monumental Works

THE MASTER CRAFTSMEN

Write for Photos. State requirements

P. O. BOX 442

ST. JOHN'S, NFLD.

Quick Starts
... **Long Life**



Willard

Dependability • Performance • Long Life

T. A. MacNAB & CO., LTD.
DISTRIBUTORS

PROFESSIONAL CARDS

PARSONS & MORGAN
Barristers and Solicitors
R. A. PARSONS, Q.C., B.C.L.
H. B. MORGAN, M.A. (OXFORD)
McBRIDE'S HILL ST. JOHN'S, NFLD.

LEE and MARTIN
Chartered Accountants
203 Water St. P. O. Box 723 St. John's

SQUIRES, SAUNDERS and CAREW
Barristers, Solicitors, Notaries
198 Water Street St. John's

EMERSON, STIRLING and GOODRIDGE
Barristers, Solicitors, Notaries
283 Duckworth Street St. John's

Phone 7048-9 P. O. Box E-5198
8-10-12 Kings Road St. John's
P. F. COLLINS
Customs Broker
All Types of Customs Work

J. R. COURAGE
Barrister and Solicitor
Cabot Bldg. Duckworth Street
St. John's

Products of Number Ten



New industries in Newfoundland are adding a fresh quality and impetus to the economy of the Atlantic Provinces.

In factories and plants across the Island Province local workers are turning out products that are second to none in Canada—high-styled knitted dresses, work clothes, boots and shoes, handbags, bat-

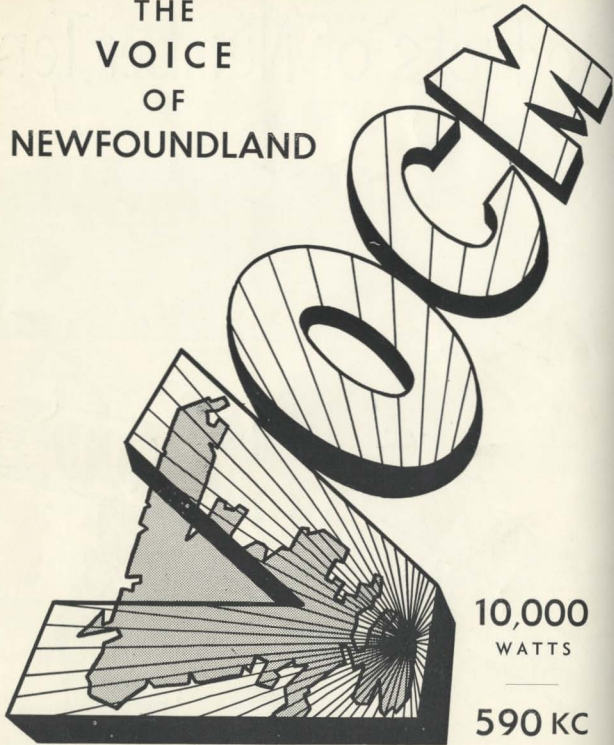
teries, candy and chocolate bars, plywood, particle board, gypsum board, cement, machinery and motion pictures.

"Made in Newfoundland" is becoming more and more a symbol of quality and durability, gaining growing acceptance across the Canadian nation of which the Island became the Tenth Province just ten years ago.

DEPARTMENT OF ECONOMIC DEVELOPMENT

GOVERNMENT OF NEWFOUNDLAND

THE
VOICE
OF
NEWFOUNDLAND



10,000
WATTS

590 KC

SERVING NEWFOUNDLAND'S GREATEST DOUBLE AUDIENCE

First . . . ST. JOHN'S CONCENTRATED URBAN POPULATION.

Second . . . THE QUARTER - MILLION NEWFOUNDLANDERS IN THE
HEAVILY - SETTLED COASTAL AREA **BEYOND** THE
CAPITAL CITY.

V O C M DELIVERS THE WHOLE AUDIENCE
MORE THAN A THIRD OF A MILLION NEWFOUNDLANDERS